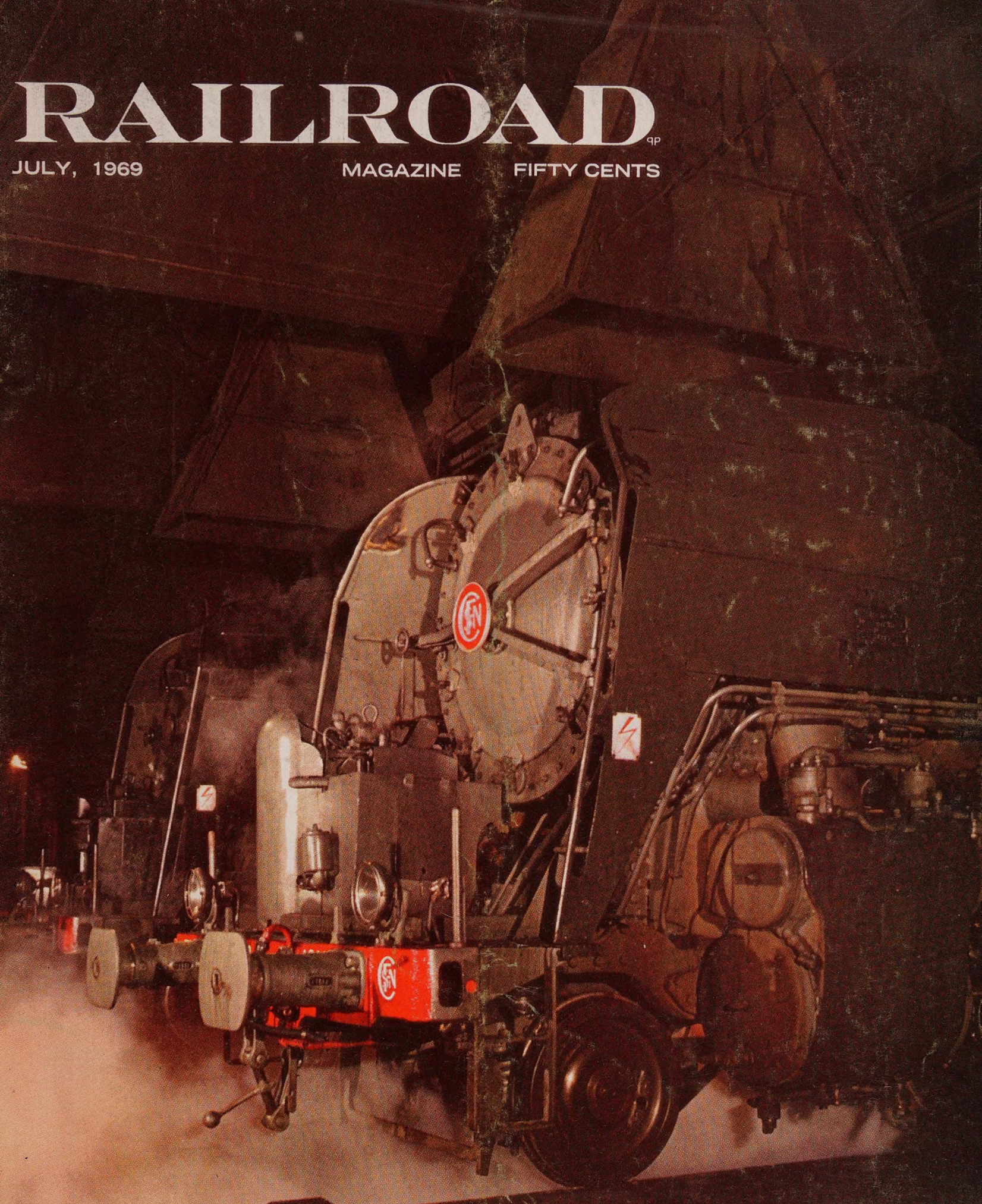
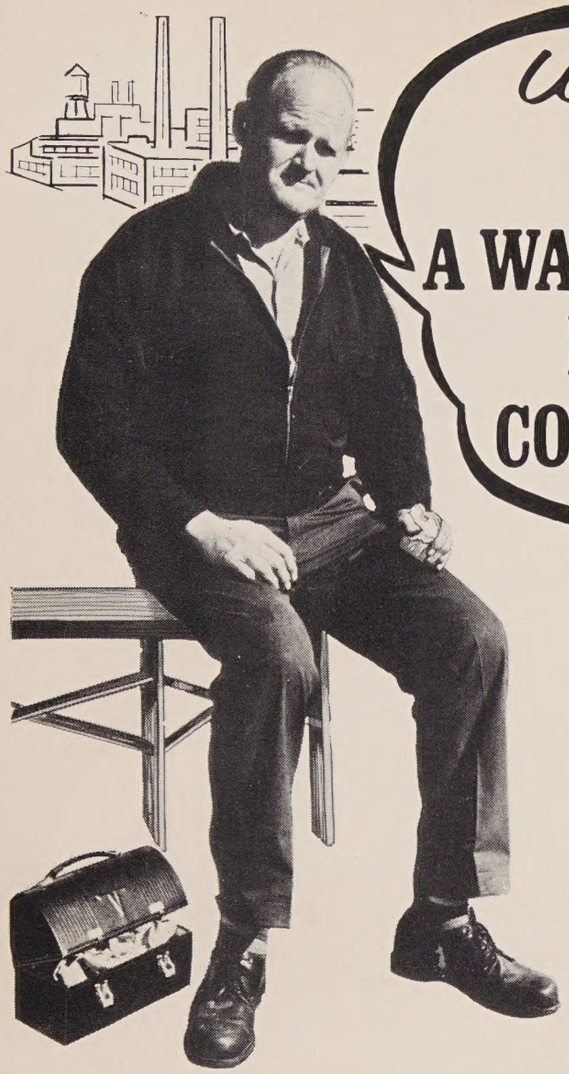
RAILROAD

JULY, 1969 MAGAZINE FIFTY CENTS



HUNDREDS OF U.S.-BUILT STEAM LOCOMOTIVES ARE STILL RUNNING IN FRANCE: by MICHAEL A. EAGLESON



Wouldn't it be great if someone would invent

A WAY TO MAKE EXTRA MONEY FOR US GUYS WITHOUT COLLEGE DEGREES

Well, someone has. The 64-year-old Mason Shoe Mfg. Co. of Chippewa Falls, Wisconsin has perfected a plan so simple and easy that any man who will follow it need never earn less than $100 a week again. How much or how little education you have doesn't matter in the least!

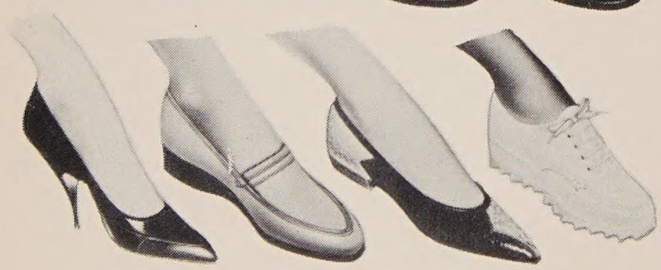
The Mason Shoe Company will set you up in a profitable "shoe store business" you can run from home. In your spare time, this business can add enough to your present paycheck so that you'll be making at least $100 a week. Or run this business full time and earn as much as $960 a month. But you should never make less than $100 a week again if you take advantage of this opportunity.

$100 a Week Just a Start

Actually $100 a week need only be the start. Build your Mason customer list to the point where you take 8 orders a day and you'll rake in over $960 a month CLEAR PROFIT. (Because you have no expenses, every cent you make is profit.) It's easy because you show Nationally advertised footwear that EVERYBODY needs and wants. You make big profits because we carry the stock (300,000 pairs of dress, sport and work shoes — a bigger selection than any shoe store in town) and we ship the shoes for you. Size is no problem — we have 'em all the way from 4 to 16, AA to EEEE. And many revolutionary exclusive new features make these shoes EASY to sell!

Starting Outfit FREE

Your Mason Shoe business fits right into your schedule. Evenings, lunch hour, Saturday mornings...whenever you have an hour or two to spare, you can make extra money! AND, you can quickly qualify for YOUR OWN SHOES FREE...Valuable Prizes...Cash Bonuses. Best of all, EVERYTHING you'll ever need is FREE — including the Starting Outfit we want to send you so you can get going right away. Still think college guys are the ones who get all the breaks? Mail the coupon and we'll show you there's still a way a guy with ambition can make it big without a college degree!



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Chippewa Falls, Wisconsin 54729

YOUR TICKET TO A PROFITABLE BUSINESS

The Mason Shoe Mfg. Co., Dept. H-253
Chippewa Falls, Wisconsin 54729

Rush your FREE Starting Outfit — and proof that there's still a way a guy can get on top of the world without a college degree!

Name _____
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Address _____
City _____
State _____ Zip _____

How to Speak and Write Like a College Graduate

"It's easy," says Don Bolander...

"and you don't have to go back to school!"

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence – handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But wouldn't I have to go back to school to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home – in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long will it take me to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet.

MAIL COUPON FOR FREE BOOKLET

To receive a free copy of the 32-page booklet, How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 450, , 555 E. Lange St., Mundelein, Illinois 60060.*

DON BOLANDER, Career Institute, Dept. 450, 555 E. Lange St., Mundelein, Illinois 60060.

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 85, No. 3 JULY, 1969 50 CENTS

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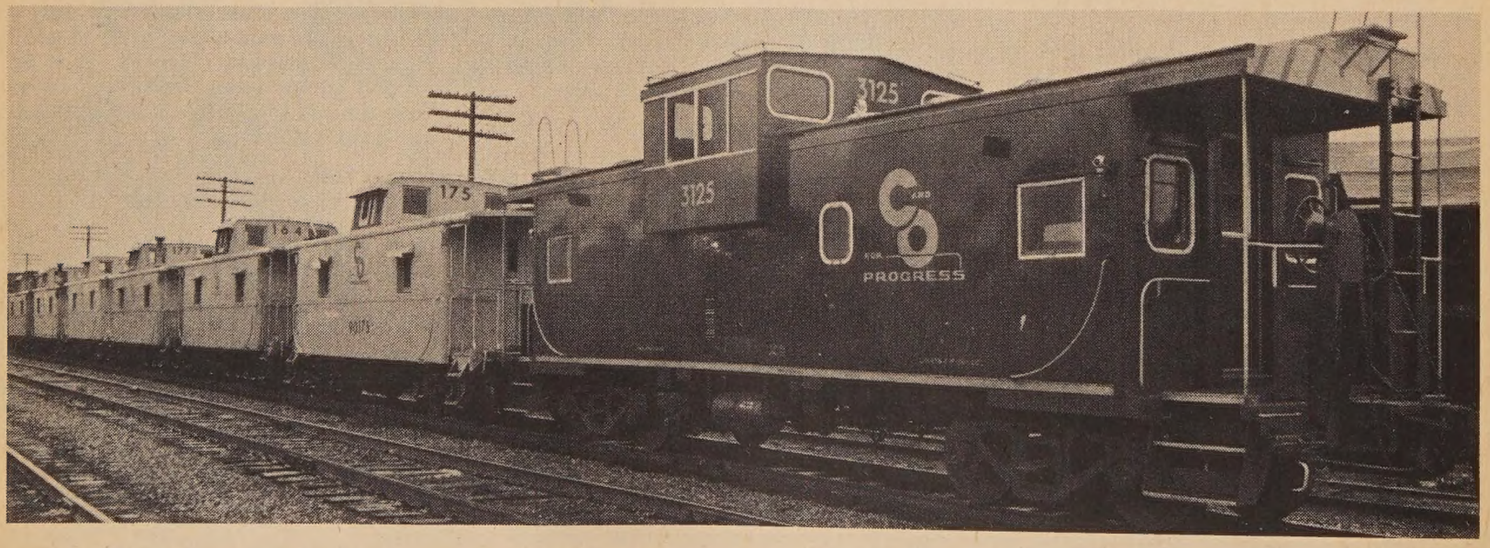
Seven cabooses were coupled onto the end of a long Chesapeake & Ohio freight train that rolled through Lansing, Michigan, a short time ago. They were headed for Grand Rapids and will run on Chicago-Detroit through trains.
Paul Remy, photographer for The State Journal, Lansing



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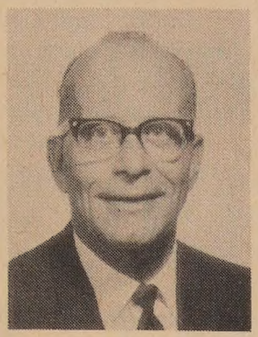
CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colorado 80314

Ed Crouch Never Dreamed He'd Earn Up To $2,000 A Month When He Mailed The Coupon



But he does . . . And his car and business expenses are paid, too. Read how he moved up fast to an exciting, top pay career

For 10 long years Ed Crouch worked in a drive-in theater in California. He saw a lot of movies, but he didn't see much in the pay envelope. A bright future just wasn't in the coming attractions.

So Ed became dissatisfied, restless for change. He wanted a fresh start in a real pay-off business. But what do you do when you've got 10 years of your life invested in one job?

If you're at all like Ed Crouch, you start looking around for a better opportunity. And that's what Ed was doing when he mailed the coupon that changed his life.

That coupon, the same one that's on this page you're reading right now, brought Ed a free book of facts on the booming Accident Investigation field. And it was an eye-opener!

30 MINUTES THAT CHANGED THE FUTURE FOR ED CROUCH

Ed learned that Accident Investigation is part of the *biggest business in the world today* — a $20 billion industry of wide-open opportunities.

He learned that more than *22 million* accidents and losses must be investigated and settled every year in this country. He learned that more and more trained men are urgently needed now, everywhere, to handle this huge workload — in cities, towns and rural areas.

It took Ed Crouch just 30 minutes to skim through that free book of facts. But that half-hour changed everything. He knew he had found the opportunity of a lifetime.

EARNS UP TO $2,000 A MONTH, EXPENSES PAID

Today Ed is a professional Accident Investigator with an independent firm in California. His income ranges from $1,200 a month up to $2,000 a month! He has car and all business expenses paid. He's on top and set for life.

Ed Crouch has the kind of life and income now that he never even dreamed of when he mailed the coupon on this page. But how did he do it? How did he make such a success when he had absolutely no experience in the field?

It was simple. Ed just followed the path hundreds of others have taken to new careers in Accident Investigation.

He trained at home in his spare time. He read lessons-by-mail from Universal Schools of Dallas, Texas.

HE DIDN'T MISS A PAYCHECK

Ed learned that Universal is the oldest, largest, most successful correspondence training school in the field. He learned that Universal has trained and placed more men in Accident Investigation careers than any other organization — 80% of them men with no experience, no college.

So Ed enrolled. He studied Universal's famous 50-lesson course in his spare time at home. He kept right on with his old job while he trained. He didn't miss a single paycheck.

In brief, clear, interesting lessons, Ed learned exactly how to step in and start making money quickly in Accident Investigation. And that's what he did.

"The training I received from Universal Schools put me where I am today," Ed writes. "There are not words to thank them enough. Universal is the top school in the field."

Ed Crouch's income is unusually high and not typical of the field. But it shows what an inexperienced man can do with the help of Universal training and placement service.

Here, for example are just a few reports from other recent Universal graduates:

"My income has more than doubled."—*James T. Woodruff, Louisiana.*

"An immediate 40% increase in wages."—*Bill Ruhnke, Missouri.*

"A raise every three months for the next two years, plus new car and expense account."—*Oscar Singletary, Georgia.*

"My salary has increased by 63%."—*Marcel Roy, Canada.*

SEND FOR FREE BOOK TODAY

Send for your free book of facts on this remarkable field — the same book that put Ed Crouch and so many others on the road to bigger opportunities.

Remember, more trained men are urgently needed right now, everywhere — in cities, towns and rural areas. There's opportunity wherever you live or wherever you want to live.

Simply mail the coupon below and we'll send your free book immediately. Or, write to Universal Schools, 6801 Hillcrest Ave., Dallas, Texas 75205.

When Ed Crouch mailed this coupon, he didn't dream he'd someday be making up to $2,000 a month. But he does!

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FREE PLACEMENT SERVICE

Universal Schools provides prompt, effective job placement help in any part of the United States and Canada. More than 1,000 companies have requested and receive our monthly list of graduates. Universal trains and places more men in the Accident Investigation field than any other school. Or, if you would prefer to start your own full or part time business, we will show you exactly how to do it.

SEND FOR YOUR FREE BOOK OF FACTS

UNIVERSAL SCHOOLS, Dept. AM-7
6801 Hillcrest, Dallas, Texas 75205

Gentlemen: Please rush free book on opportunities and earnings in the booming Accident Investigation field. No obligation. No salesman will call.

Name_____ Age_____

Address_____

City_____ State_____ Zip Code_____

THE MAIL CAR

where editors and readers meet

OUR front cover shows two Montreal-built 2-8-2's, No. 1218 and 1215, class 141R, steaming softly in a Nevers roundhouse of the French National Railroads. Nevers has three adjoining roundhouses, the largest of which (shown here) has 53 stalls and 125 American-built Mikados assigned to it. "Note the sturdy smoke jacks," comments the photographer, Michael A. Eagleson, who was No. 72 of our *Interesting Railfans* (Dec. '68) and is now assistant editor. ●

Mike Eagleson

WRECK pictured by Joe Easley in *Along the Iron Pike* (May '69) occurred Nov. 6, 1916, at Wye Switches near Duncannon, Pa., on the Pennsy, according to R. M. Sayers, P.O. Box 542, Altoona, Pa. 16603. Eastbound freight No. 2736 got out of control in descending the New Portage branch from Gallitzin to Hollidaysburg, Pa. It ran away and crashed into engines 2477, 2759, 2665, and 791, all standing still, and killed several trainmen. The wreckage burst into flames, which were extinguished by a volunteer fire company. ●

THE GENIAL, colorful, and prolific writer Gilbert A. Lathrop died March 25th after a short illness. His widow is Mrs. Alice Lathrop, 1700 Winchester Blvd, Campbell, Calif. 95008. Gil was a third-generation railroader, born May 26, 1895, at Cimarron, Colo., where his mother worked in a railroad beanery and his father was a Denver & Rio Grande hogger.

Gilbert A. Lathrop

Gil's long rail career began in 1914 when he hired out to the narrow-gage Rio Grande as a roundhouse helper at Gunnison, Colo. His Gunnison years were golden years, because they supplied background material for a great many fiction and fact stories, including the last one he ever wrote for us, the saucy "Sandhouse Parties" (Nov. '68).

At times he was a fireman (before the days of mechanical stokers), a brakeman, conductor, switchman, and switching foreman, first in Colorado on the Rio Grande and then in California on the Western Pacific. A few years ago he retired to a small farm. Two of his biggest thrills were jumping from the cab of narrow-gage engine 216, derailed by a cow near Salida, Colo., and tying down the brakes of a runaway train on a 4 percent grade in the Rockies one dark night at 40 below zero.

Lathrop held the longtime record as a *Railroad Magazine* contributor—more than 38 years! Beginning in our September 1930 issue, he wrote about 100 fiction stories, fact articles, and true tales for us. Several appeared under the names of his father and his Uncle Carl (both locomotive engineers) and a former wife (a railroad hash-house queen). He also authored three railroad books and, at the time of his death, was working on a fourth.

Over the years, your edithor had a warm, friendly, and fruitful correspondence with Gilbert Lathrop, whose unpublished letters were as interesting as his printed stories. And now Gil has joined the long, silent caravan of our dead writers—including such outstanding men as "Haywire Mac," Stewart H. Holbrook, Harry Bedwell, Lucius Beebe, and Bill Knapke. ●

NEWSWORTHY. Southern Pacific has posted $10,000 reward for facts leading to the arrest and conviction of anyone involved in "malicious tampering" with its tracks that led to a serious freight-train derailment near Suisun-Fairfield, Calif., recently. The rails were disconnected, heavy metal was jammed into the open rail-joint, and the signal system was rewired to show green instead of red.

The unit-tram system is cutting into the coal trade on the Great Lakes to such an extent that a large segment of the American bulk fleets on the lakes is threatened with extinction. That was the gist of testimony presented to the Interstate Commerce Commission.

Collisions of boxcars in switching operations cost U.S. railroads about $175 million a year in claims. One solution is the new automatic Sonicar system. When a car equipped with this device exceeds 4 mph, a sonic beam shooting out is reflected back from the car ahead. If the latter is 50 feet away, the system automatically sets brakes on the car behind, but releases them in time to permit a smooth coupling.

Louisville & Nashville shopmen in Louisville, Ky., wanted to install a new American flag on the 70-feet-tall pole outside their shops, but the rope needed replacement. Having no equipment to reach so high, they called the city Fire Department, which, reports Robert J. Bruhin, solved the problem.

"It seems incredible," writes Rodney L. Smith, "but a jury in Contra Costa Superior Court awarded a bus-riding family $232,518 for damages sustained when the bus crashed into the side of a Southern Pacific switching engine near Port Chicago, Calif. The crash killed one bus passenger and the driver and injured four bus passengers. SP had to pay the bill!"

A taxi driver in Seattle, Wash., was dispatched to a "Skid Row" address. There, two shabbily-dressed men carrying bedrolls got into the cab and asked to be taken to Interbay Yards (Great Northern and Northern Pacific). They said they were going to "hop a freight to Texas." Unsure of the routes of freight trains leaving King Street station, the hoboes had ordered a cab rather than walk all the way to Interbay. Arriving at the yards, they paid the driver $2.90, no tip, and left to find a freight train.

The first stage of a 250-mile northern extension from Fort St. John to Fort Nelson in B.C., Canada, will start with the building of a 75-mile stretch. Scheduled for completion early in 1971, the new line will serve agricultural, mining, and oil interests.

Milestones of Progress is a colorful new 44-page booklet put out by the Brotherhood of Maintenance of Way Employees. In compact form, with photos and charts, it tells the Brotherhood's history. Each member is getting a copy.

A Lionel tinplate setup in New Orleans Union Station operates three minutes for a dime, featuring a Santa Fe train. A large sign describes it as "The only profitable railroad passenger operation in the country," reports the Southwestern RR. Historical Society *Newsletter*. (Railroad museums also run passenger trains for a profit.)

The Jerseyville & Eastern is asking the ICC for permission to abandon its entire line. It said it hasn't had any business for a year and a half since its engine broke down. J&E operates about two miles of track around Jerseyville, Ill., where it has its only station. Its job, when operating, was to switch freight cars between local factories and the Gulf, Mobile & Ohio. ●

Now! In just 2 minutes, find out how you can...

SAY GOODBYE FOREVER TO DULL, LOW-PAY WORK

Discover for yourself how easily you can prepare in your spare time, at home, for an exciting high-pay career in today's "blue-chip" profession... Electronics

ARE YOU fed up with being stuck in a dull, routine job that pays peanuts? If so, here's your opportunity to get out of "dead end" work for good—and to start on the road to an exciting, high-pay career.

As you read this, there are thousands of career openings waiting for qualified men in today's big "growth" profession—Electronics. With training, you can be one of these men. You can have your pick of "glamor" jobs any man would be proud of—in TV and radio broadcasting, automation, the aerospace program.

And as you move up the ladder in this booming field, you can earn the kind of money many men only dream of: $5, $6, $7 an hour... $200, $225, $250 a week... $10,000, $11,000, even $12,000 a year!

Getting the training you need to break into this field is easier than you might have thought possible. You don't need college—or even a high-school diploma. As a matter of fact, you can prepare right at home, in your spare time.

Want full details? Just mail us the coupon below. We'll send you 2 FREE books that tell about career opportunities in Electronics and how you can prepare to cash in on them. Why not take the first step on the road to success by mailing the coupon right now?

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AM11

Jo Ann Kader, now grown up, poses beside her crossing-watchman's shanty.

WHEN an exhibit opened in Cleveland Union Terminal not long ago to give a preview of high-speed *Metroliner* service, Jo Anne Kader (see page 60) was on hand as hostess, wearing a white sash with the title *Miss Metroliner* and the Penn Central emblem. Jo Anne lives in Cleveland, the granddaughter of a former New York Central employe. One day, at age 8, she saw an old crossing-watchman's shanty marked "For Sale." Hurrying home, she wrote a letter to the Central's district headquarters:

"My three sisters and I would love to have this house for a playhouse and my mother said OK. We girls have $5 between us and Mommy said she would put $5 toward it from her budget, and we could make a bid. It would be the cutest playhouse in the world, and we could paint it and have lots of fun."

Somehow, the letter found its way to the desk of Alfred E. Perlman, NYC president, who wrote back to her: "I am delighted to tell you that your offering price of $10 is perfectly acceptable to the New York Central Railroad . . ."

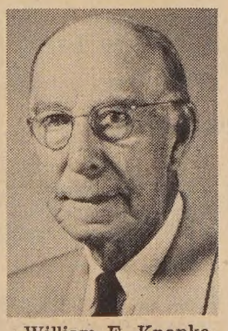
The Central repaired and painted the shanty, rounded up some furniture for it, and delivered it to Jo Anne . . . Today the girl, age 21, works for Greyhound Bus Co. and is a part-time model. She has held about 30 beauty titles, three of them current. The old playhouse still stands in her back yard. If and when she marries and has children, it will probably be moved to their home. ●

SOLD at auction in Los Angeles the other day was the *Harry S. Truman*, formerly the private railroad car of President Truman. A banker named Alex Barket of Kansas City, Mo., bought it for $77,000. This car, now painted bright blue and gold, was built in 1940 for the St. Louis-San Francisco Ry. Truman rode 31,000 miles in it during his 1948 whistle-stop campaign for re-election. Later, the Frisco spent $125,000 on reconditioning for its company president. In 1965 the car was acquired by Thomas Baker, a San Francisco land developer and cotton planter, who redecorated it at a cost of $12,000.

The car boasts a luxurious dining room, an observation parlor, master bedrooms, standard bedrooms, shower baths, crew quarters, and stainless steel kitchen. Purchase price included linens, bedding, dishes, silverware, etc. The auction drew about 100 people and bidding was brisk.

Truman once worked as a timekeeper on a Santa Fe construction job. As such, he was one of four U.S. Presidents briefly employed by railroads, the other three being Van Buren, Lincoln, and Cleveland. As President, he made the ghastly mistake of ordering the world's first use of atom bombs, which he later regretted. A little sign standing on his desk in the White House said, "The buck stops here," referring to the common practice of "passing the buck." The old car will be displayed permanently by its new owner in a Kansas City park. ●

KNAPKE. "My eyes misted upon learning that my old friend Bill Knapke didn't quite make MP 100 before turning in his last wheel report," says William E. Jenner, 636 W. 32nd St., Los Angeles, Calif. 90007. "In his writings, especially his book, *The Railroad Caboose*, he left us a rich heritage of rail lore. My last letter from Bill, which came shortly before his death, intimated that the young-old fellow realized then that he was on short time. His closest associate, Mrs. D. S. McCann, widow of a Southern Pacific division superintendent, inherits his share of royalty from the book."



William F. Knapke

Jennings recalls that three years ago he spent several days with Knapke celebrating the 80th anniversary of the June day in 1886 when Bill, not quite 16, began his long and colorful railroad career.

"As I drove up to his cottage in Tucson, Ariz.," our correspondent writes, "I saw him standing just inside the front door, filling a pipe with his favorite tobacco. After preliminary greetings, Bill said proudly: 'The Motor Vehicles Bureau has just renewed my license to operate an automobile until I'm 99 years old.' Then he added: 'Have a drink—you know where the bottle is.'

"As I was pouring out a slug, he said: 'Pour me one, too.' And I replied: 'OK, Bill, but you are a nasty, whiskey-drinking, beer-guzzling, pipe-smoking, old man! You'd never qualify for Freeman Hubbard's series of *Interesting Railfans.*' Bill grinned. 'Same goes for you.'"

(*Editor's note*: This wisecrack made us chuckle. Don't take it seriously. When we pick someone for the series, we consider only his or her record as a rail buff. At the time of making a choice, we almost never know anything about the subject's personal habits. It so happens that Ivan W. Saunders, in this issue, likes cigarettes. Even so, a Gallup poll would probably show that not one railfan in five is a smoker.) ●

OVERSEAS. In the British Isles, a young South Wales couple have brought their marriage date forward because of the threatened closure of the Treherbert-Bridgend rail line which would affect their courting.

Rain was blamed for setting fire to a railway car on a freight train in Austria. Water seeped through a leaky canvas that covered a load of 20 tons of quicklime. Developing heat ignited the car's wooden floor.

German Federal Railroad is experimenting with automatic ticket-vending machines. After a short initial slack period, during which the public got used to "dialing your own ticket," the device became a huge success.

Bus driver James Ware left Ruth Cairns standing at the bus stop in Havant, England, so she hopped a train, overtook the bus seven miles farther on and punched Mr. Ware in the nose. Later, she pleaded innocent to an assault charge, insisting she acted under provocation, but the Havant magistrate fined her the equivalent of $12.

To cope with an extra 13 million passengers expected to travel on New Tokaido trains to Expo 70 in Osaka, Japanese National Railways will buy 348 additional coaches for the line.

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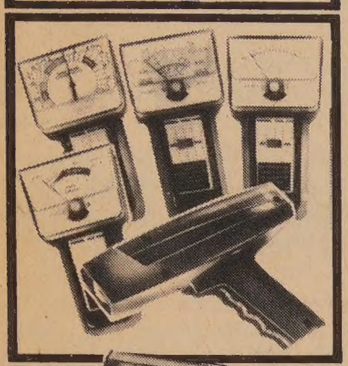

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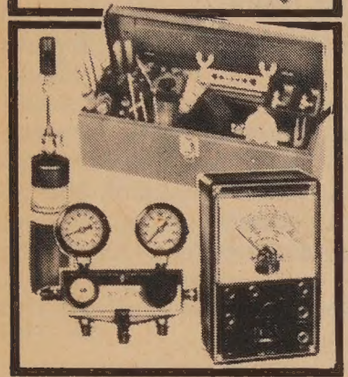

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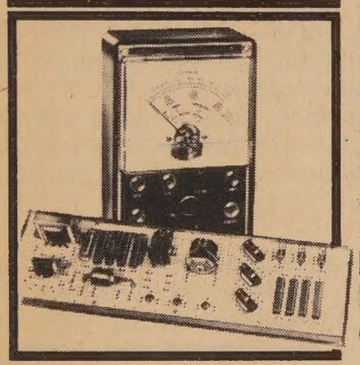

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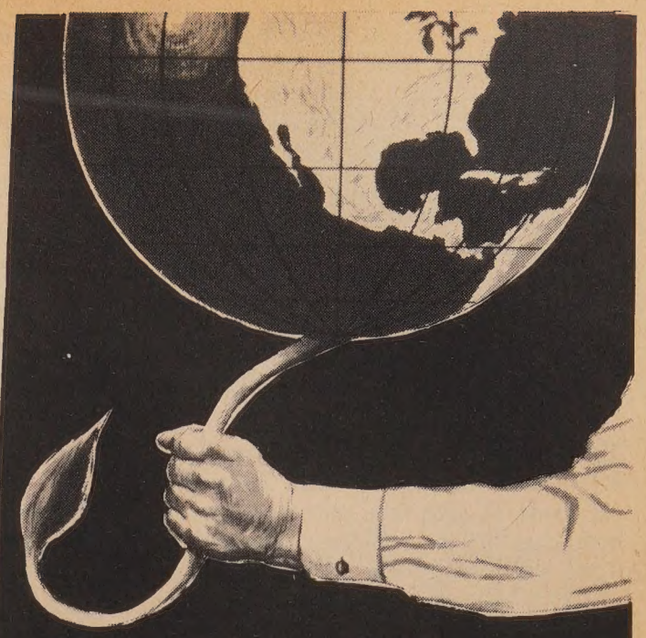

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About 1,500,000 commuters, mostly in Tokyo, were late for work when workers on Japanese National Railways staged a 3-hour strike against fare increases, reports Wally Eakins.

John Drayton, who has just retired after 46 years of locomotive service in England, beginning on the former Great Western, did not dream in his early days that he would one day drive, as he did, Alco, Lima, and Baldwin steam locomotives on British rails. ●

BACK in 1905, the year before Congress enacted a bill forbidding railroads to give free passes to anyone but employes and their dependents (not even excepting the President of the U.S.), the carriers often gave them to politicians, office-holders, journalists, advertising men, etc. In that year, Frank S. Farquhar, first city editor of *The Yakima* (Wash.) *Daily Reporter,* took his wife to the Portland Fair in Oregon on a Northern Pacific pass.

"On that trip," he said later, "a blundering conductor got us into a bad mess. He punched the return end of the ticket while we were going south. I didn't notice this until we were some distance out of Portland coming home. The conductor said we could get off at Scappoose and catch a return train to Portland in half an hour.

"It was then 9 a.m. We got off. The next train, at 9:30, sailed by without stopping, so did the next one, and the one after that. Not until 5 p.m. did a train finally stop. We boarded it and got back to Union Station. I left my wife there, boarded a streetcar for the uptown office, and whom should I meet but Jay Sedgwick, the Northern Pacific's tax adjuster?

"I told him my troubles. He took out a pencil, circled the conductor's punch-hole and signed his name to the ticket. I jumped off at the next crossing and hurried back to the station just in time to get through the gates before closing for the next train bound for Yakima." ●

AQUAINT method of blocking and spacing trains in the early 1890's by the Long Island Rail Road watchman at what became Woodside Avenue in Woodside, is recalled by Oscar Anderson, retired LIRR conductor, 12-09 154th St., Beechhurst, Queens, N.Y.

Oscar says that when a train passed, the watchman would invert a sand glass and place a red flag on a pole. In five minutes, when the sand had run from the upper part of the glass through the narrow waist into the bottom, he would again invert the glass and put a yellow flag in position. In another five minutes, after the sand had run its course, he would post a green flag for the all clear.

At night, the same procedure was followed, using lanterns having red, yellow, and green globes instead of the flags. There was a sharp S-curve on the track between Woodside and Winfield, which Oscar believes was the reason for the complicated and unique safety system. (We swiped this bit of lore from Jeff Skinner's column in *The Long Island Railroader.*) ●

WE GET at least 30 poems in the mail for every one we can find space to print. Here is the better-than-average "Whistle on the Hill," written by a shut-in, Mrs. Mildred E. Riley, 847 Riverside Ave., Santa Cruz, Calif.

The engine whistle on the hill
Is mournful, long, and shrill;
Signal for a little boy,
Running up a path in joy,
To wave, and watch the train go by.

A draft call came; he answered then,
And met the train and got aboard
To journey far amid a horde
Of boys turned quickly into men.

And now the whistle on the hill
Each morning, long and shrill
Symbolizes taps for men
Who'll never wave at trains again. ●

PERSONALITIES. Sorrowfully we report the death by heart disease of Kenneth Campbell, editor of this magazine in the early 1950's. He had many friends.

Medical journals tell us that the best way to avoid heart attacks is by a common-sense diet, moderate exercise taken often, and staying away from cigarettes. "Common-sense diet" means very little starchy, sugary, or greasy food (white bread, doughnuts, cake, pie, pastry, cola drinks, candy, French fries, etc.) but plenty of protein (meat, fish, eggs, and cheese) and fresh vegetables. Also raw fruit and salad greens every day. To play extra safe, modern doctors advise, take regular daily vitamin supplements, especially E and B complex, which the heart needs, and a daily multi-mineral tablet. We print this tip as a service to readers.

H. Reid, No. 17 of our *Interesting Railfans,* is doing a well-illustrated book on Norfolk & Western history, with emphasis on motive power, including all predecessor roads and an all-time roster. His address is Box 5444, Parkview Station, Newport News, Va. 23605.

Edward Joscelyn, Penn Central's assistant engineer of communications and signals, has bought and is remodeling a retired Pullman car. It is painted PC green and named *Chenango* after a river near his home town of Tyner, N..Y Now parked on a siding, it used to be part of the *Broadway Limited.*

An employe of Japan's largest privately-owned railway, the narrow-gage, 328-mile Nagoya Electric, is Sin ichi Miyazaki (age 34), Imaichiba, Konanshi, Aichi-ken, Japan, who reads and writes English and swaps info., b&w photos, slides, and movies of Japan's railways for what-have-you. The Nagoya Electric is operated by 15,000 DC and (on local lines) 6,000 DC. It carries mostly commuters, some freight.

A non-railroad thought to ponder over, from Rudyard Kipling: "The only way to change the past is to put a stop to it before it happens." And one from Dr. Albert Schweitzer: "The tragedy of life is what dies in man while he is still living."

Charges against three Penn Central conductors were dismissed the other day by Justice Norman Kuehnel of Hamburg, N.Y., a suburb of Buffalo. The judge says the charge—willfully blocking railroad crossings, a misdemeanor—is almost impossible to prove. He will ask State Legislature to reduce the charge to a violation and remove the willful-intent clause. All three conductors insist that faulty equipment stalled their trains. So says Bill Kessel, of Hamburg, a frequent contributor to *Railroad Magazine.*

A Long Island Rail Road engineer (name withheld) was suspended, pending a hearing on a commuter's complaint that he let his son, age 17, sit at the controls of a locomotive during a rush-hour run on the Port Washington line.

William Bettis of 208 Chusham St., Fairbanks, Alaska, special agent for Alaska Railroad, was driving with his wife when they saw flames coming from the cabin of John Borgeson, age 83. While his wife went for help, Bill rushed into the cabin, braving the flames and falling embers, to drag Borgeson from a sickbed. Also, he extinguished blazing embers with snow and pulled four cans of high-octane fuel away from the flames. For this he was awarded the bronze Carnegie hero medal and $750, reports George J. Gale.

A flying policeman landed his airplane to write out a ticket because he said a train blocked a crossing too long. Sgt. Al Ford was flying over Tampa, Fla., broadcasting traffic reports. He spied the train at a crossing and started timing it. It sat there 11 minutes. He landed, drove to the railroad yard and cited A.J. Simpson, yard conductor, for violation of a city ordinance that trains cannot block an intersection longer than five minutes. ●

Important information for people 65 or older and their children and relatives:

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Photographs of the Month

William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va. 22980

Charging over Cressmont, W. Va., grade crossing in November, 1961, was this 2-8-0, No. 14 of the Buffalo Creek & Gauley, which has since been abandoned.

Sharon Needham, a student at the University of Tennessee, likes trains. Some time ago she was chosen *Miss Knoxville Transportation* by railfans of the area.

Earl Walker photo from L&N

Both gone: Dwight D. Eisenhower, now deceased, shown in locomotive cab of the Pennsy passenger train called *The General*, now abolished.

Photogaph by A. F. Sozio

Photo by Tom Tucker (C&O-B&O)

If you want to know why this young lady is weeping, turn to next page.

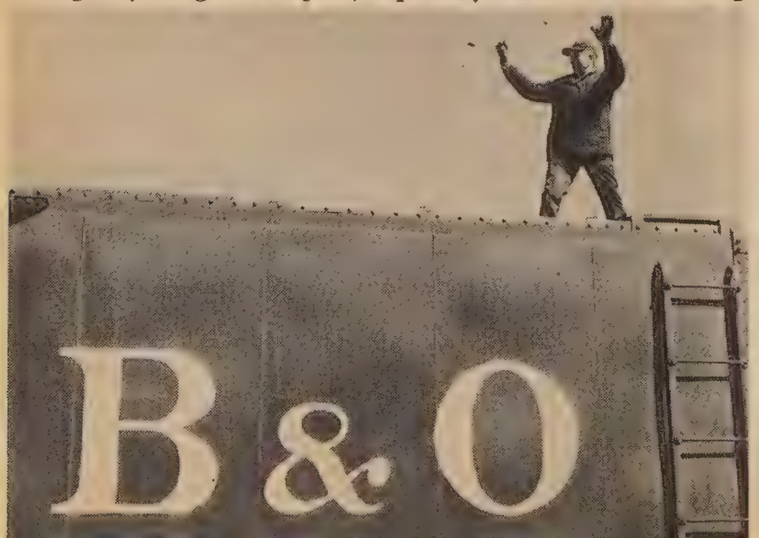
TRAINMASTERS DON'T LIKE TO RING DOORBELLS

when it means telling the wife of a chance-taking railroader that she is now a widow

There is no easy way for a trainmaster or anyone else to break the news of a railroad man killed on duty. Too often the death is due to carelessness. These "safety first" pix were made for *Chessie News* by Tom Tucker, chief photographer of Chesapeake & Ohio and Baltimore & Ohio. Posing for him were employees of C&O-B&O, and wife and daughter of an assistant trainmaster.

This way of getting from one side to another of a string of railway cars may save time but it may cost your life.

Rule 188 says: "Employees are prohibited from riding or walking on roofs of any moving cars." Conductor shows a wrong way to give a signal, especially when car is moving.



This shows how *not* to ride cut of moving cars—with your back to rear end of train, clinging to front end of car. The right way, is to ride the stirrup on car 18348, facing forward.

If you leave a moving locomotive in this haphazard manner you may be on your way to a hospital or the morgue. Memorize the rule, No. 174, which says: "When getting off equipment, employees should face the equipment, grasp grab-irons firmly, and have secure footing."

Two on a spike violates a safety rule, although oldtime gandy dancers did it.

Another hazard is walking too close to a car, whether it is standing or moving. It *may* move sooner than you expect.

PASSENGER TRAIN SURVEY

***TurboTrain*, 3 cars with motive-power cab and dome on each end, made 170 mph on test run on Pennsy welded rails.**

MARK SHAPP, a Penn Central train controller, recently told the Public Service Commission of New York State at Albany that the railroad "doesn't really care if its trains are late or not." Just before he testified, an unidentified railroad official warned him to "be careful of what you say," but Mark was going to enlist in the Navy very soon, so the warning did not silence him.

"The morale is shot among most of the men who work for the Penn Central," he testified. "The track in the Harlem, Hudson and New Haven lines is scandalous. . . . It disturbs me when I am called on to wilfully delay a passenger train. It's a scandal what the railroad has done to the commuters."

The same hearing brought forth testimony that since January, 1968, Penn Central trains have been late repeatedly, have been dirty and often filthy and plagued with constant breakdowns due to inadequate equipment. Would-be passengers, trying to telephone for information, have frequently been unable to get through.

The hearing was concerned mainly with service to and within the Albany, Buffalo, Syracuse, Rochester, and Utica areas.

George E. McHugh, chief of the PSC's Railroad Bureau, testified about a telephone survey of Penn Central's information numbers during the past few months. He described 150 calls: 60 received busy signals; 13 were abandoned, usually after 50 rings; and another 34 were answered after between 25 and 60 rings. He also said that since January, 1968, the railroad never has met the PSC's requirement of running on schedule 80 per cent of the time.

In a report of "spot checks" of 131 Penn Central trains including 516 cars and 152 locomotives, Mr. McHugh said there were 374 violations of PSC standards. These ranged from faulty brakes to dirty washrooms and missing fire extinguishers.

Even so, PSC authorized a 10 percent increase in some Penn Central fares, with ICC approval. This increase became effective April first.

The new *TurboTrain* features a unique type of dead-man's control; the steel instrument panel in front of the engineer must be touched with his hand every 30 seconds while the train is running. If it is not touched after the second half-minute period, the brakes are applied automatically. The brakes are applied also if the engineer has passed out and is lying across the panel and constantly touching it, and if the circuit is not broken after 60 seconds.

This very modern three-car train, built for the U.S. Department of Transportation is now running between New York and Boston in three hours and 15 minutes. On the Penn Central, in New Jersey, it hit 170 miles per hour on test runs over welded rail, and 157 mph over standard jointed rail. The train has gas-turbine engines and a pendulous banking suspension system. It weighs only about one-third as much as a conventional train of equal capacity.

The ICC has ordered Penn Central to continue running its two remaining passenger trains between Buffalo, N.Y., and Harrisburg, Pa., but on an "alternate day" basis. Currently the night trains—southbound 574 and northbound 575—operate on a daily basis.

PC had sought to discontinue the trains entirely, claiming they are losing $310,000 a year and that by dropping them it would save about $419,000 annually.

Each train carries a single coach and some baggage cars. During hearings on the discontinuance request, Penn Central exhibited records showing that the number of passengers using the trains each day, on the average, has declined from 57 in 1964 to 34 in its most recent count.

Although the Illinois Commerce Commission has authorized the closing of the old Englewood Station, Chicago, some Penn Central trains will continue to stop there, at least for the time being, but no tickets are sold there now, says M. A. Laverty, 716 N. 3rd Ave., St. Charles, Ill. 60174. It was at Englewood Station not so long ago that the *20th Century Limited* pulled in on one side and the *Broadway Limited* on the other—an impressive spectacle!

Penn Central will install an advanced computerized system to expedite passenger ticketing and reservations on its new *Metroliner* high-speed trains operating between New York and Washington. It is planned to begin this service by mid-summer. Under the new system, a single reservation and ticketing procedure will be completed in approximately 20 seconds. This ultra-modern adaptation of electronic techniques selects a seat, instantaneously removes it from the inventory, and simultaneously prints the ticket at the ticket counter.

Canadian National will continue indefinitely its Newfoundland passenger train *Caribou*, known as the *Newfie Bullet*, reports Malcolm Patterson. CN had been expected to abandon the train this

summer, but protests by railfan members of Parliament kept it running.

The New Haven is still having trouble with ticket thieves. The newest crime occurred in Westport, Conn., where 8,980 commuter tickets and a validating machine were stolen by a courteous robber who left a note: "Dear Ticket Agent, Sorry to ruin your station. It's very quaint."

Plans are under way to require the Eric-Lackawanna to restore service of its *Phoebe Snow* trains between Hoboken and Chicago.

Louis J. Lefkowitz, New York State attorney general, has filed a note of appeal to the U.S. Supreme Court from an order of a Federal District Court which blocked his efforts to win restoration of the two famous trains as well as two Hoboken-Binghamton trains.

Mr. Lefkowitz noted that the four trains in question earned an average profit of $400,000 a year during the years 1963 through 1965.

Congressman Ken Heckler of West Viriginia, calling for a study of railroad passenger services, accuses the railroads of devising "fiendish schemes" to drive passengers away. He says such things as "roaches in the coaches," surly employes at the ticket offices, and coaches too hot in summer and too cold in winter are part of a deliberate attempt by the railroads to downgrade passenger service.

A report calling for high-speed rail service in the Cleveland-Pittsburgh corridor has just been released by the National Association of Railroad Passengers. The 28-page document, prepared by Joseph Vranich of NARP, also suggests the need for improved rail passenger facilities in 25 other such corridors which, according to official estimates, will contain 17 million people—about two-thirds of the U.S. population—by 1980.

Vranich contends that because of rapidly rising costs and the utilization of vast areas of land, the air and highway transportation cannot keep up with the need for intercity transit. He points out that Grand Central Terminal and Penn Station, both in New York, together handle about 105,000,000 passengers yearly and cover 124 square acres. Kennedy, La Guardia, Newark and Teterboro airports, all serving New York, have only 30,00,000 passengers annually but cover 13½ square miles.

"Railroads . . . could connect Pittsburgh with Cleveland in as little as one hour and 50 minutes, with intermediate stops at such places as Aliquippa, Rochester, New Castle and Youngstown," the report says. "This expanded service would be offered without the huge funds needed to expand other modes of transit."

Comparing Federal aid to various forms of transportation, the report states that in 1966 the U.S. Government allocated over $17 billion for highway, air and water transport, but only $11 million for rail high-speed tests. To promote the expansion of rail service, the report recommends a Federal tax-relief program for railroad passenger facilities.

December 28, 1967: This man was taking his son for a ride on the last run of Erie Lackawanna passenger train No. 58, consisting of an E-8 General Motors loco and two Stillwell coaches. They traveled from Port Jervis, N.Y. to Hoboken, N.J.
Howard Pincus, 5900 Arlington Ave., Riverdale, N.Y. 10471

There are times when Howard Haney feels like a footnote to a timetable, says the *Philadelphia Inquirer Magazine*. This is understandable, as this 77-year-old resident of Melrose Park, Pa., a suburb of Philadelphia, claims the all-time commuter record for travel between Philadelphia and New York City. He says he probably has traveled more miles as a railway passenger than any man alive today.

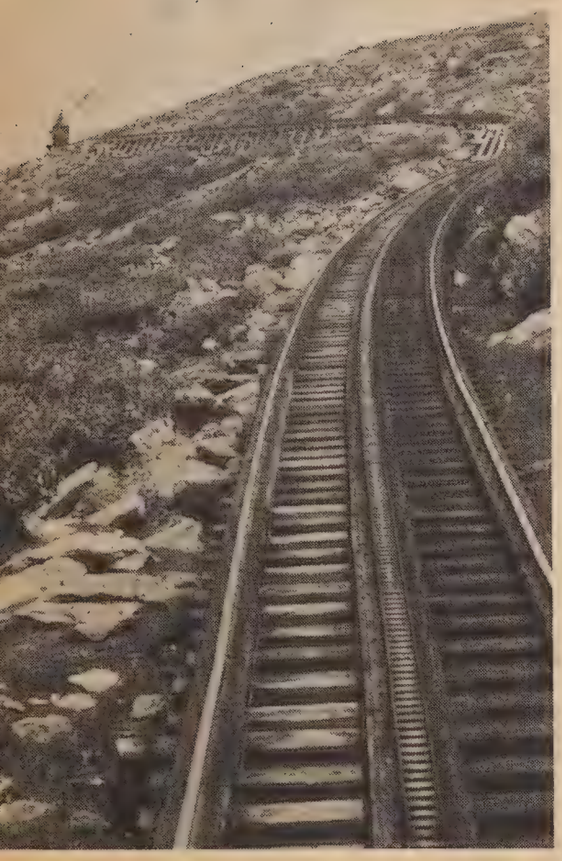
Haney's introduction to commuting certainly was unusual.

"Father had a profitable casket manufacturing business in Ottsville, some 14 miles above Doylestown," he reports. "I was working there one day, packing a body in ice in a casket. Then I happened to leave the room for a few minutes, and when I returned, the supposedly dead man was sitting up and shivering. That's when I gave up the casket business."

Shifting to selling lace and commuting to New York, Haney got into a comfortable rut. Now, some four million commuting miles later, he still is energetically engaged in the lace business. He lives at 7236 Oak Lane Road, Melrose Park. This item came from John M. Gibbons. ●

100th Anniversary of the "RAILWAY TO THE MOON"

by Earle Davis



Fighting gravity, the rack-and-pinion loco makes its way to Summit House.

THE VERY first passenger train reached the top of Mount Washington in New Hampshire, 6,293 feet above sea level, on July 3, 1869; so Mount Washington Cog Railway is now celebrating its 100th anniversary. This was not only the first rail line in America to scale a high mountain but is said to have been the world's first cog railway.

Its mechanism, the rack-and-pinion principle of operation, was invented by Sylvester Marsh of Littleton, N.H., a former Chicago meat packer. Once, while climbing Mount Washington on foot, Marsh was caught in a blizzard and barely escaped being frozen to death. As a result, he sought an easier method of ascending and descending the mountain.

In 1852, after he had patented his rack-and-pinion as well as an "atmospheric" brake, he applied to the General Assembly of New Hampshire for a charter to build a railroad. The Assembly issued a charter granting Marsh authority to build a railroad "to the summit of Mount Washington and to the moon!" For that reason, the line is sometimes called "The Railway to the Moon."

Construction did not get under way until a year after the Civil War. On August 29, 1866, the first quarter-mile of cog road from the base of the mountain was opened. At that time the first locomotive (originally called *Hero*, but later nicknamed *Old Peppersass* after a condiment then popular in New England) made her test run, pushing with ease a load of 40 passengers up an incline of 15 degrees.

There was then no other railroad within 20 miles. Rails and equipment were hauled in to the base of the mountain by wagons and sledges, using oxen for power.

The 3.25-mile line was completed in 1869. Since then it has been operated continuously each summer except for one season during World War I and for three seasons during World War II, when coal, materials and manpower were very scarce.

A unique feature of the so-called Railway to the Moon is "Jacob's Ladder," a high trestle with 37.4 percent grade. Average gradient is 25 percent. It may surprise some readers to learn that the cog railway even has some freight traffic, mostly supplies hauled to the weather station and the Summit House at the mountain top.

All three photographs Michael A. Eagleson

An upgoing train goes into the hole to let a downgoing train pass by.

Mrs. Arthur E. Teague, president of the line, is the only woman railroad president we know of. Lionel M. Rodgers is vice president and general manager.

The original locomotive, *Old Peppersass,* is still on display at the base station, as well as the slideboards, or "Devil's shingles," which track inspectors used for sliding down the mountain. The all-time record run on one of these Devil's shingles was 2 minutes 43 seconds, made many years ago by Patrick Camden.

Old Peppersass is an 0-2-2T rack locomotive built by Campbell & Whittier in 1866.

The line has had only one fatal accident. On September 17, 1967, near the summit, a wild plunge down the mountain side killed eight passengers and injured more than 70. It was caused by an open switch at a turnout. Since then, all trains have made a full stop before running over a switch.

There is pathos, too, in the Mount Washington story. On the morning of September 14, 1855, long before the railway was built, three vacationists from Kennebunkport, Maine, set out from Glen House at the mountain's foot to climb the peak: George W. Bourne, his daughter, and his niece, Lizzie Bourne, age 23.

The weather was mild, with brilliant sunshine, and by following a partly-built carriage road they expected to reach Summit House before sundown. As late as 5 p.m. the weather was still clear and they had no difficulty. Then black clouds suddenly darkened the sky, a high wind arose, and soon a furious snowstorm obliterated all landmarks on the trail.

They stumbled along in the darkness, becoming more and more chilled and exhausted. Finally, despite Mr. Bourne's help, the girls were too weak to go further. Both lay down in the snow, where Lizzie died about 10 p.m. The two survivors, dazed with grief, were found later by a searching party. They learned then that they had been very near their goal when they gave up. Had they pushed on only a short

distance, they would have been safe in Summit House!

After erecting a pile of stones to mark the site of Lizzie's death, they sadly took her body to Kennebunkport for burial. A monument erected over her grave bears a quotation from Henry W. Longfellow's poem *Excelsior*. The cairn still stands near the railroad track. William R. Taylor, who visited the cog railway several times between 1909 and 1916, writes:

"Each time I passed the pile of stones erected in memory of Lizzie Bourne. Sometimes when the engine stopped for water at a tank near this cairn, I got off the train and walked the short distance to the summit.

"I have seen as many as four trains (engine and cars) climbing the mountain at one time. Late in 1908, Summit House was burned, so there was not much left around there except the Tip Top House and an old barn. It took the track inspector 1¼ hours to ride up the mountain but less than five minutes to descend the same route on a rail toboggan which he carried along and which fitted over the rack track."

In about 1935 the Boston & Maine took up the tracks (approximately 6 miles) in the valley from Fabyan to the cog-railway connection at Base Station.

The last passenger train between Fabyan and Base Station ran in 1930. As always, it was pushed up to Base Station by a tender-first Mogul. Only by backing up the 6 percent grade could water be kept in the front of the boiler and the tubes saved from burning out. The wooden trestle across the Franklin Brook, just below Base Station, as well as much of the old right-of-way to Fabyan, can still be seen.

The State of New Hampshire last year rebuilt a major portion of the six-mile highway from Fabyan, where such trains as *The Day White Mountain, The Night White Mountain, The North Wind,* etc., terminated at Base Station, thus giving the Cog Railway an even better approach to the tourists whose fares keep the line going year after year.

And now the "Railway to the Moon," which carried about 30,000 passengers last year, is lighting 100 candles, so to speak, for its birthday cake.

Several trains are on the hill, as two more get ready to depart from Base Station. Note *Old Peppersass* on display at right.

All photos by the author except where otherwise noted

DIE-HARD steamfans with little tolerance for diesel-electrics or the degradation of steam by some tourist lines in the United States should visit a land where American-built locomotives are still dramatically trailing coal-smoke plumes across the sky, and where fireboxes racing by at night briefly throw out a bright orange glow from open doors.

That country, my friends, is France. The old excitement of steam power is still there, even now. More than 1,300 identical U.S. Mikados were painstakingly designed, expertly built, and shipped across the Atlantic in great freighters to the homeland of General Charles DeGaulle during and following World War II. Hundreds of them are still burnishing the rails of France today. But if you want to see and

Blasting out of Saincaize Junction is 141R 607, bound for Clermont-Ferrand with the loudest voice that Baldwin could give her. Watch those cinders!

U.S. STEAM IN FRANCE TODAY

by Michael A. Eagleson

Lima Mike 1098, weary from a hard day on the line, ambles up to the Nantes coal dock for refueling. Stacked coal bricks on the left are used by French engines.

photograph these engines in all their glory, as I did, you'd better hurry. Time is running out.

I could have been standing at Harmon, Ogden, or Turcot as I listened to the whine of the turbo generator and examined the cast "Box-Pok" drivers.

Oil-fired 141R 1108 from Lima's last order features matching Box-Pok drivers, Delta trailing truck, and roller bearings on all axles. Fireman opens fuel valve wide for photographer as engine leaves Saincaize Junction ready track to pick up train, in January, 1968.

The familiar haunting aroma of warm valve oil and soft coal smoke filled my nostrils and clung to my clothing as I watched. At three in the morning, a railroad yard can be quite eerie, but the sight of two full-sized Mikados being hostled around, getting their fires cleaned and being coaled and watered was exciting for a steam-starved fan. A brace of roundhouses, back to back, with a live engine under each smokejack, and a gigantic sooty coal dock that would have made Altoona or Roanoke proud, completed a fitting backdrop for my first look at the 141R.

The Longueau yard, near Amiens, north of Paris, was the site of much discovery and reminiscence. Not twelve hours before, I said good-bye at a New York airport, and now I was crunching through cinders over my shoes, examining a Mike getting serviced with water spilling over her tank and flooding the ground. The fireman seemed unconcerned with the deluge, and worked exhaustingly in the cab with a fire rake ten feet long, and a scorching inferno at his face. He showed none of the delight I experienced watching him at his age-old task. Today I was looking at steam, in all its intensity and all its splendor, and in unpretentious regular service.

This is why I came to France; to learn and to remember, to honor, and to say farewell.

LONG-RANGE guns were still booming in the final stages of Allied liberation when France began turning its attention to the restoration of its war-battered railway system. Of the more than 17,000 steam locomotives on the active roster of the *Societe Nationale des Chemins de fer Francaise* (SNCF) before the Nazi invasion, fewer than 3,000 remained operable after the German retreat.

This destruction was due partially to the enemy's practice of planting "booby traps" in the coal chunks of all the locomotives they didn't have time to demolish outright. The unfortunate French fireman who inadvertently shoveled explosives into the firebox destroyed his engine, besides losing his own life. Obviously, hundreds of new locomotives were needed to restore and rebuild the SNCF.

France had long been an advocate of intricate yet efficient steam propulsion. The French compounds, with their

sophisticated valve gear and plumber's nightmare in exhaust arrangements, although not visually pleasing by American esthetics, have given outstanding road performances. Yet when war ended, the French knew that with their own railway shops and production capacities in ruins, they would have to look elsewhere for the speedy construction of locomotives in quantity.

Furthermore, they realized that under the prevailing conditions, they needed singular, straightforward, dual-purpose power which would require minimum maintenance and maximum utilization for all types of traffic. Their own ingenious compound types were thrifty on fuel but required constant maintenance, which the SNCF had neither time, money, nor men to sustain.

The only countries which had the production capacity in those days to build more than 1,000 identical locomotives in a hurry were the United States and Canada. The U.S. Government, when queried about the construction, proposed to place orders for a common-design engine with all the locomotive builders on our continent. The orders were split up between Lima, Baldwin, American, Canadian, and Montreal.

However, the actual designing and detail drawing contract was given to Baldwin. Understandably, they had to meet French Railway requirements as to axle-loading, weight distribution, clearances, minimum curvature radius, left-hand operation, screw couplings,

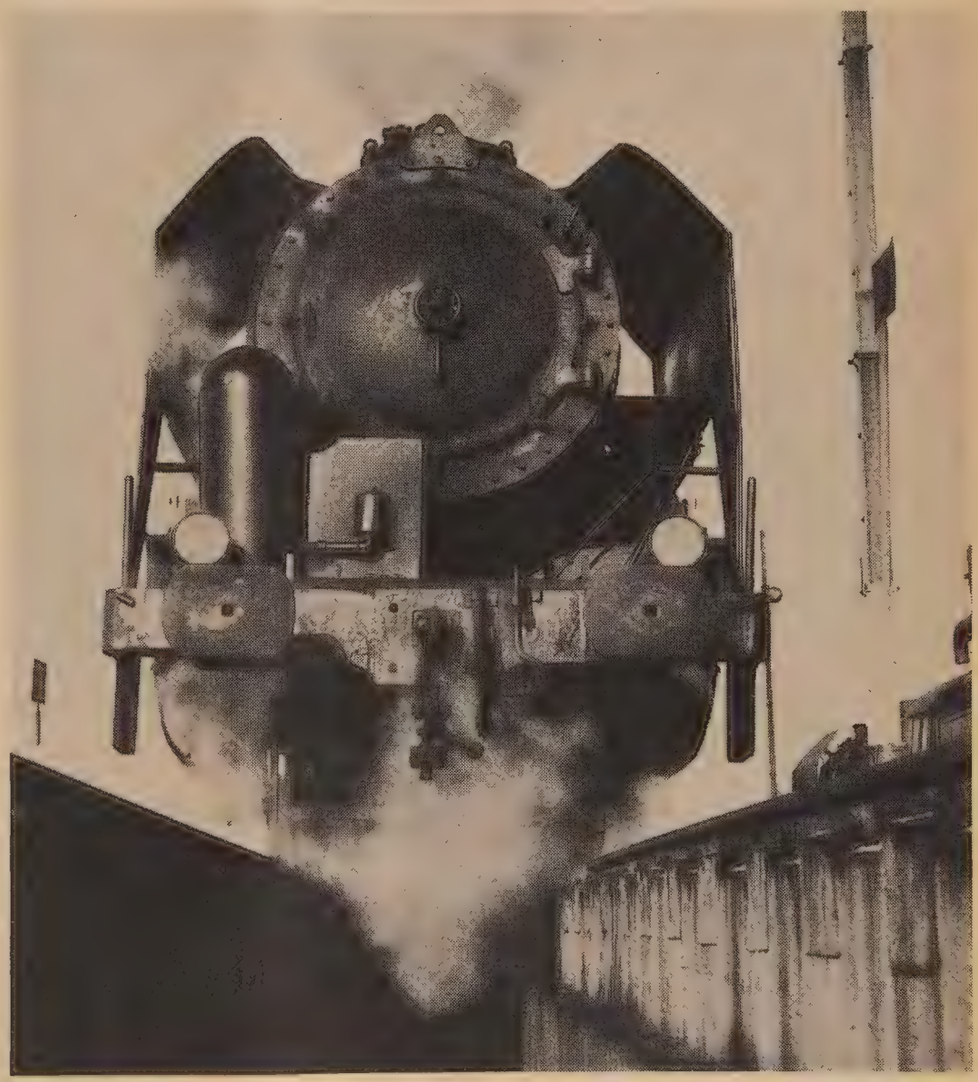
Clock shown here tells of late hour, but big-time railroading never sleeps, as the American-built Mikes 354 and 185 take fuel at Longueau coal dock.

buffers, smoke deflectors, washout handholes (instead of plugs), cab design, and other standards.

Robert Leguille, who prior to the war had been chief mechanical engineer of the EST Region of SNCF, had charge of purchasing the 141R's from North America and dictating his country's design requirements.

The first base design reviewed was the light Mikado of the United States Railroad Administration, but this type turned out to be heavier than the French

French engineers still retire in style. Observe U.S.-built 141R 973 decorated for "His Last Train" to Vierzon. Montlucon railroaders did it for old buddy.



Baldwin 141R 607 shows her distinctive front end while looking up from bottom of a Saincaize Junction ashpit. Note French-style dual pilot headlights.

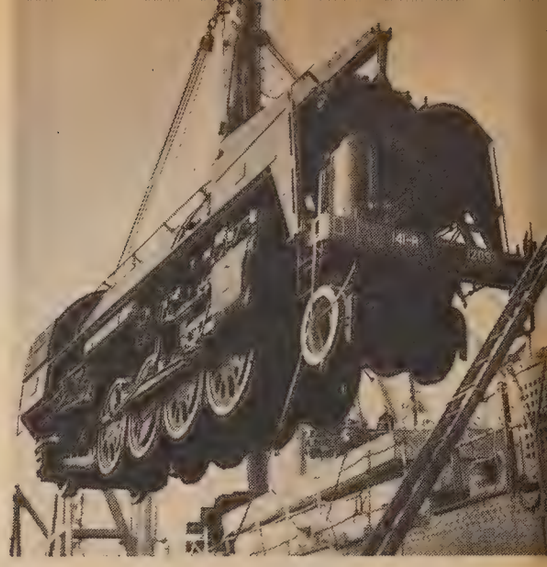
The final results of all those drawings, phone calls, and the long hours of overtime was the great dedication day. But hurry back inside, fellows; you have Berkshires to build!

Those girls' dresses date the 1945 scene. Admirers examine left-hand cab controls, while in the stand, Lima, French, and U.S. Government officials relax, listening to the band and enjoying the day of celebration.

All photographs on these two pages from Lima Locomotive Works

The first Lima 141R poses for her official photograph beside white background boards. The company switcher at the left looks on, perhaps remembering her own debut, certainly not as glamorous or significant.

With typically domestic stack talk, this Baldwin passes Meauce with a smoke plume worthy of Archer Hill or Saluda. Few shows like this remain today.



Smokebox hook device gets a workout loading on board a freighter at Weehawken, N.J.
Montreal Locomotive photograph

could run. Finally, after much indecision, American Locomotive Co. came up with the Green Bay & Western 2-8-2 plans, which were closer to what the French had in mind. Among other minor alterations, the SNCF standard driving-wheel diameter of 65 inches was adopted rather than the original GB&W's 64 inches. For the most part, the design adhered strictly to American locomotive practices and tolerances, incorporating, of course, French limitations.

P. E. Percy, the Estimating Engineer at Lima Locomotive Works in Ohio, prepared cost estimates for the orders and submitted his findings to his company's sales department for bidding. During the planning stages, he made many trips to the Baldwin plant at Eddystone, Pa., to confer with representatives of other builders. He also conferred with U.S. and French officials. At this stage no detailed drawings were available—just the basic design specifications. Ralph Johnson and Charles Kraus, Baldwin's able design team, eventually tied together into the 141R all the available Green Bay & Western plans plus the French requirements. Before doing so, they consulted Al Bruce, a famous American Locomotive designer, and A.J. Townsend, the mechanical engineer at Lima. The first order for 180 engines was given to Lima, numbered 1 to 180.

Don't let those foreign buffers fool you; this locomotive is a graduate of Lima.
Photograph from Lima Locomotive Works

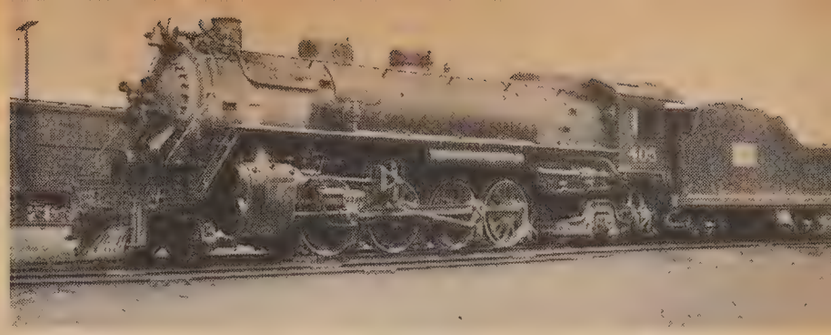
ON July 30, 1945, the first completed 141R made her official debut at the Lima plant. A gaily-decorated reviewing stand was set up at the end of the erecting hall. Surrounded by an honor guard of female employees, the officials from Lima, France, and the U.S. Government entered and seated

Stacks covered, buffers removed, cabs boarded, a total of 1340 engines and tenders left Weehawken, bound for France.
Photograph from Lima Locomotive Works

These horses at La Guerche on Jan. 9, 1968, seem disinterested in both the steam train and the photographer.

It's the *Mistral* coming at you with the oil jets on. The automobile's driver seems awed at the American in France.
Photograph by Victor Hand

Liberation Mikado comes drifting through the Saincaize station with a freight train, dwarfing the four-wheel European cars.



(Left) France's attempt to outdo the North American 2-8-2's resulted in the post-war 141P. (Right) Green Bay & Western engine from which the 141R's design was drawn upon. Note that the cab and the front-end underwent major changes.
Photograph by Victor Hand
Photograph by Jim Scribbins

themselves in the reviewing stand.

Robert Leguille, chief of the French Mission, was given a silver throttle lever which symbolically turned over the new Lima engine to France. After several speeches in the warm summer air, a magnum of champagne was smashed against a buffer of the first 141R. This buffer protruded from the door of the erecting hall, which was covered with the bright colors of France and the SNCF herald.

After the christening, the engine steamed slowly and dramatically out of the hall, first breaking the paper decorations over the doorway. Thousands of men and women cheered as they gaped at the first 141R, splendid in dark olive green colors, with orange stripes and black trim. The Lima workers who had built her crowded the area. Hundreds lined the tops of nearby buildings and hung out of windows. A Lima-built crane offered a fine vantage point for others who clung to its sides and roof for a better view. After more speeches, an inspection of the cab, with a wooden stairway providing easy access for visitors, concluded the ceremony.

No. 50 riot bulbs froze this Baldwin getting her fires cleaned at Nevers.

The first engine, 141R 1, was ordered in March, 1945, dedicated July 30th, shipped in September, and entered service two months later. Fittingly, these engines were dubbed the Liberation type. They were dispatched from the builders in solid trains for loading on ships at Weehawken, N.J. Signs proudly displayed from the boiler handrails identified the manufacturer to all persons watching the strings of silent engines roll by.

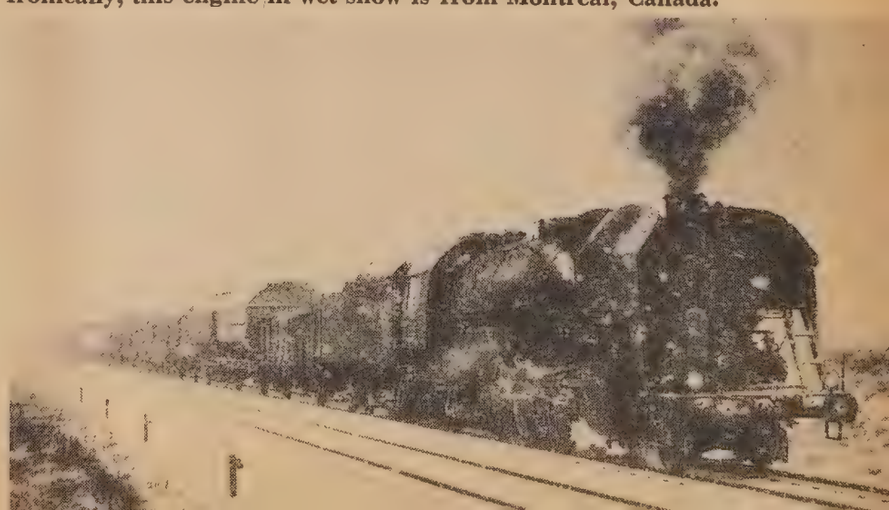
In service they proved capable of pulling 600-ton passenger trains at 65 miles per hour, or 1500-ton freights at 30 mph, incorporating a perfect blend of simplicity and modernism.

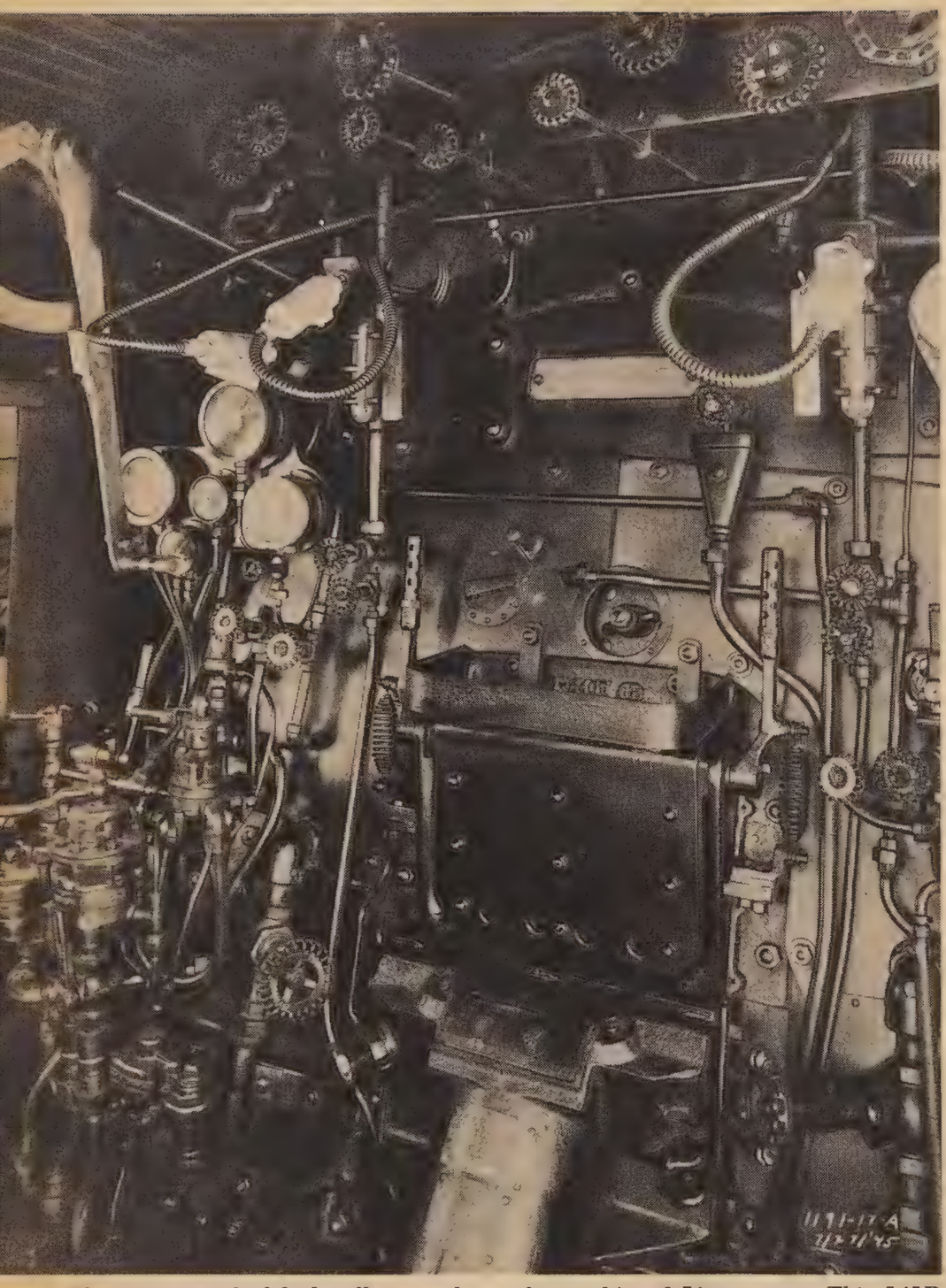
Some of the later batches of locomotives were fired by oil, not coal, and had the main driving wheels of the "Box-

Comparison of Green Bay & Western 2-8-2 and French 141R

	GB&W 2-8-2	French 141R
Tractive effort	47,250 lb.	44,500 lb.
Driving wheel diameter	64 in.	65 in.
Cylinders, diameter and stroke	22 in. x 30 in.	23½x28 in.
Steam pressure (psi)	245 lb.	220 lb.
Engine wheel base	36 ft. 11 in.	35 ft. 8 in.
Driving wheel base	16 ft. 9 in.	17 ft. 0 in.
Weight on drivers	204,000 lb.	176,379 lb.
Weight on front truck	29,500 lb.	34,052 lb.
Weight on trailer	51,500 lb.	39,569 lb.
Total engine weight	285,000 lb.	250,000 lb.
Loaded tender weight	176,000 lb.	160,000 lb.
Grate area square feet	60.4 sq. ft.	55.5 sq. ft.
Evaporative heating surface	2937 sq. ft.	2699 sq. ft.
Tender capacity (soft coal)	9,000 gallons, 14 tons	8070 gallons, 12.62 tons

Ironically, this engine in wet snow is from Montreal, Canada.





Wartime stress had little effect on the craftsmanship of Lima power. This 141R is strictly U.S. design, except for left hand drive and inward opening firedoor.
Photograph from Lima Locomotive Works

Pok" type, while the rest on each engine were spoked. The earlier power in this series had all drivers spoked. The total roster was built with a convenient attachment on the smokebox top for a boarding-crane hook when loading and unloading at the docks, which remains even today, although no longer functional.

Many of the locos were delivered with a round, brass-plated SNCF shield attached to this device. Later models had a slightly different smokebox door-hinging setup. These modified types had the road's emblem in the center of the smokebox, rather than on top.

Not long after France's industrial capacity had been restored, SNCF attempted a 2-8-2 that was intended to outperform the 141R and show up the American designers. This new engine, the 141P, was a compound machine featuring some of the best elements in design that the French could develop. She was very sophisticated, compared to the basic U.S. design, and used some 50 percent less coal than the 141R. However, this compound designed by the great Andre Chapelon, proved complicated and required too much maintenance. Today, hundreds of the U.S. Mikados are still storming the countryside with freights and passengers, while the purely-French 141P is extinct. The 141R's will probably be the last steamers to run in France and are the loudest.

FOLLOWING is a list of the 141R's by builders and road numbers: Lima, 1 to 180 and 1021 to 1120; American, 181 to 440, 861 to 1020, and 1121 to 1160; Baldwin, 441 to 860 and 1161 to 1200; Montreal, 1201 to 1300, and Canadian Loco., 1301 to 1340.

Altogether 1340 engines of that class were built, 17 were lost at sea en route to France (Montreal 1220 to 1235, and 1341). Lima locomotives 1101-1120, American 1121-1160, and Baldwin 1161-1200 had cast frame beds, "Box Pok" drivers, Delta trucks, and roller bearings on all axles. All other 141R's had roller bearings only on the engine and trailing truck.

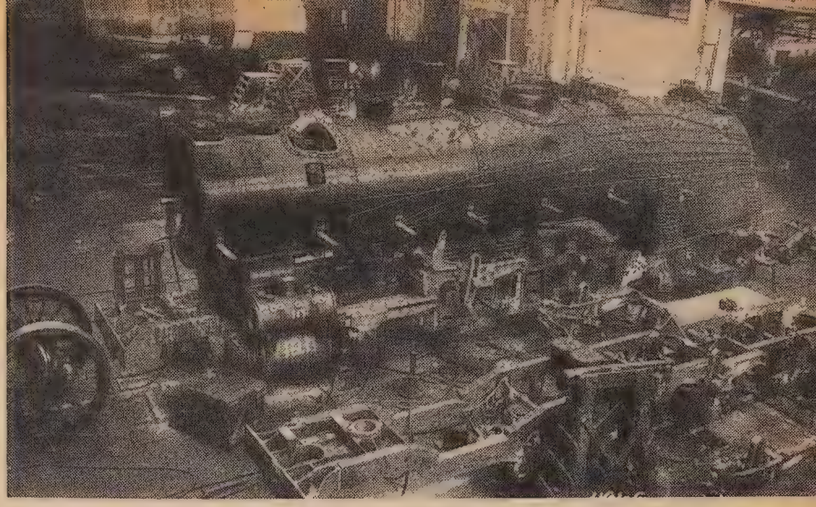
Undoubtedly, the best place for visiting railfans to locate 141R's is Nevers, south of Paris, where 125 are assigned to three adjoining roundhouses. And Saincaize Junction, five miles from Nevers, offers an almost continuous parade of them on freights bound for Vierzon and Clermont-Ferrand. Not far from Marseille, on the Mediterranean coast, many are assigned to the roundhouse at Miramas.

Elsewhere, 22 operate constantly in passenger shuttle service out of Bellegarde and Annemasse in the Sud-Est region. The Nord region between Calais, Boulogue, and Amiens has 141R's on freight and passengers; but the steamers probably will be off the important trains by midsummer, as diesel traction is rapidly taking over.

Most other places in France which still use steam have 141R's. These engines are the most numerous type and easiest to locate. Because of their numbers and fine performance, they will certainly be the last French steamers to go, long after the old erecting halls in Pennsylvania, Ohio, New York, and Canada had been silenced by their passing. But steamfans who want to take pictures of them should not tarry too long, for even there, steam's days are numbered.

(The author thanks P. E. Percy, formerly of Lima Locomotive Works, now of Allen County Historical Society, Lima, Ohio, for his most valuable assistance and research in connection with this article.) ●

Basic cast frame bed for future 141R 121 on erecting floor.

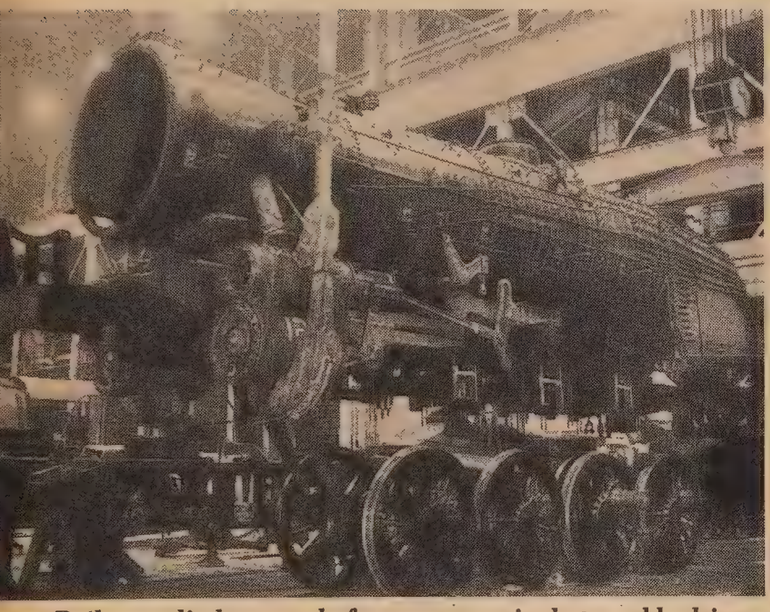


Cylinder saddle attached, boiler, firebox is lowered on frame.

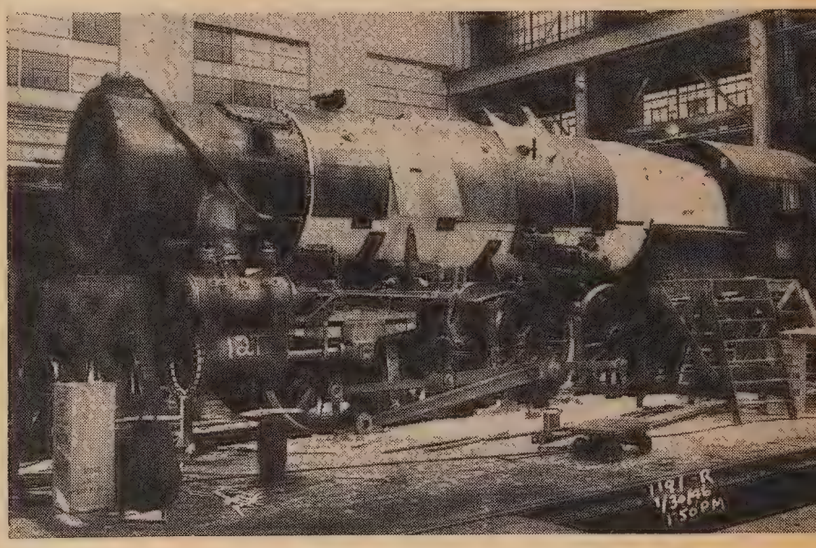
Giving Birth to a Locomotive in 72½ Hours

World War I had ended and the victory cries had barely died down, while Lima and the other builders were still busy turning out the 1340 ordered 141R's for France. The efficiency in locomotive construction had advanced to the point of three days being all that was needed to turn a suggestive engine frame bed into a sizzling full-size Mikado, ready for the test track and the paint shop. Much could be said, too, for the ease of construction when you were dealing with an order in the hundreds. The tools and dies, once set, could turn out the required parts in volume very rapidly. The usual time wasted from actual production in retooling from one locomotive order to another was eliminated. Furthermore, the familiarity of the shop crews with the locomotives' design certainly led to increased speed in assembling and knowledge of what comes next.

All photographs from Lima Locomotive Works



Boiler, cylinders, and frame are raised to add drivers.



Cab, valve gear and lagging makes locomotive take form. Cab plaque is already attached. Note left-hand reverse and awaiting buffer soon to be attached to engine.

Pilot beam, sand domes, front and rear trucks show U.S. lines.

Engine 141R 121 being tested, 72½ hours after first photo.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Can you tell me anything about an oldtime train robber named Eugene Bunch?***

Yes. Gene Bunch, alias Capt. J. H. Gerard, was a Confederate veteran who had shown considerable bravery during the Civil War. Early in life he picked up two expensive habits, drinking and gambling. Thus, he always needed money. He was gifted with a keen mind and a better-than-average education. At one time or another he taught school and edited a weekly newspaper.

On Oct. 3, 1888, he began his train-robbing career on a New Orleans & Northeastern train. A $28,000 loss caused the Southern Express Company to put Pinkerton detectives on the bandit's trail. His identity was soon learned.

But it wasn't until Aug. 21, 1892, after he had committed a number of additional train robberies, that a posse led by two detectives caught up with the desperado at a farmhouse in Washington Parish, La. An accomplice surrendered. Bunch made the mistake of shooting at the posse; the lawmen's return fire abruptly ended his career. (The NO&NE is now in Southern system.)

2 ***Which railroad was listed first on the New York Stock Exchange, and when?***

The Mohawk & Hudson (now part of Penn Central) in 1830.

3 ***Where is the world's longest underwater transit tube?***

Longest is the 3.6-mile tube of the San Francisco Bay Area Rapid Transit District, the last section of which went into place April 3rd; but this is not yet in service. Eventually it will link San Francisco with Oakland in only nine minutes as the key element in the 75-mile system now being built. Steve Maguire's department, *Transit Topics*, has been carrying progress reports on this project. Overseas, preliminary steps have been taken toward building a railway and highway tunnel about 20 miles long under the English Channel.

4 ***When and by whom were the first railroad passenger cars air-conditioned?***

In April, 1930, the Baltimore & Ohio air-conditioned the *George Washington*, a plush diner then in the consist of its popular *Columbian* train, running between Washington, Baltimore, and New York.

5 ***(a) Why don't British locomotives have headlights or pilots (cowcatchers)? (b) Why do they have such shrill whistles?***

(a) Actually, they have classification lights on the front end, but these are not headlights in the normal use of the word, because they do not illuminate the track ahead for the driver's (engineer's) benefit. Ordinarily, it isn't necessary for the driver to see ahead, because most of the mileage is fenced in or runs through cuts, to keep people and animals off the track. Besides, British Rail has a well-developed signal system. This situation also explains why pilots are not necessary in Great Britain.

(b) There is little need for sweet-sounding, far-carrying chime whistles in British operation. Such whistles are (or were) used by steam locomotives in North America because train-distances are much longer than those in Britain. Furthermore, the smaller, shriller, single-chambered European whistles use less steam than our own.

6 ***I've been looking for the old John Henry ballad.***

Look no further. Like most legends, this one has a vague factual basis. Two or three roads in the South claim that the John Henry incident actually occurred on their lines, but there is little or no proof. Here is one of many versions of the ballad:

When John Henry was a little baby
Sittin' on his mammy's knee,
Well, he picked up a hammer and
A little bitty steel,
Said: "This hammer's gonna be the
Death of me;
Lord, Lord,
Hammer's gonna be the death of me."

John Henry was a real steel drivin' man,
Oh what a man was he!
Now, the Captain said to John Henry;
"I'm gonna bring that steam drill
'round;
Gonna bring that steam drill
Out on the job.
I'm gonna wop that steel on down,
Lord, Lord,
Wop that steel on down."

Well, John Henry said to his Captain:
"A man ain't nothin' but a man,
And before I let your steam
To beat me down
I would die with this
Hammer in my hand,
Lord, Lord,
Die with this hammer in my hand."

Now the sun was hot and it was wet,
And there was no breeze at all,
And the sweat ran down like
Water down a hill
The day John let his hammer fall,
Lord, Lord,
The day John let his hammer fall.

John Henry was a real
Steel drivin' man;
Oh, what a man was he!
John Henry said to his shaker:
"Hey, shaker, why don't you sing?
I'm drivin' 30 pounds from
My hips right on down.
Just listen to that cold steel ring,
Lord, Lord,
Listen to that cold steel ring!"

John Henry was hammerin'
On the mountain
And his hammer was strikin' fire.
Well, it drove so hard that
It broke his poor heart.
He laid down his hammer and he died,
Lord, Lord,
He laid down his hammer and he died.

When they took John Henry
To the graveyard,
Buried him in the sand,
Every locomotive come a roarin' by
Says: "There lies
A steel drivin' man;
Lord, Lord,
There lies
A steel drivin' man."

7 ***What type of glass is used in most locomotives and cars?***

New York City Transit Authority specifies 3/16 in. "A" quality sheet glass. Other companies prefer chemically strengthened, laminated glass which is four times stronger than annealed half-inch plate glass and equal to quarter-inch air-tempered glass. These new types of specially designed glass offer the greatest protection available from thrown rocks, flying debris, etc.

8 ***Which road ordered the last 4-8-2 in North America?***

Both the Lehigh & Hudson River and Canadian National ordered new Mountain types in 1944. After these constructions, all domestic 4-8-2 building ceased for use on this continent. Baldwin, however, was turning out 4-8-2's as late as 1948 for export sales. The Fer-

rocarriles Nacionales de Colombia, in South America, is still using some; but replacement diesels are being built.

9 ***Can you tell me the notes on the scale of my favorite steam engine whistle, on Pennsy K-4s?***

No, we can't, due to many variables, but we can give you the length of the three chambers of the standard Pennsy passenger whistle. They are 8 in., 10 in., and 12 3/16 in. The sound from this identical whistle would vary from one locomotive to another, depending on such factors as boiler pressure, climate, and geography.

10 ***When did Norfolk & Western convert its modern position-light signals to color-position-light signals?***

N&W has not switched to color-position-light signals. The only position light aspect (on both N&W and Penn Central) that resembles the CPL aspect is the stop and stay indication used at interlockings: two red lights shown horizontally, with no other qualifying lights.

11 ***Do you know of books on New England railroads?***

Yes, here are three: *Steelways of New England,* Alvin F. Harlow, published 1946; *The Fall of a Railroad Empire,* Henry Lee Staples & Mason, 1947; and *The Formation of the New England Railroad Systems,* George Baker, 1937. So far as we know, all three are out of print. You *might* get them from Grahame Hardy, Box 622, Carson City, Nev. 89701, or Owen Davies, 1214 N. LaSalle St., Chicago, Ill., 60610; both specialize in old and new railroad books. Or send a query to our *Switch List.*

12 ***Where is Buffalo Creek Railroad?***

No kin to the defunct Buffalo Creek & Gauley in West Viriginia, the Buffalo Creek Railroad is a freight line serving the waterfront industries of Buffalo, N.Y. Located wholly within city limits, it is only 5.6 miles long but has 34.23 miles of total trackage. It operates 24 hours a day, 7 days a week. Incorporated in 1869, BC is now celebrating its centennial. All employes will be given mementoes of this occasion in July.

13 ***I am doing some research on trainmen's uniforms in U.S. a century ago. What do you know about them?***

The following item was printed 113 years ago: "By recent order of the directors of the Pennsylvania Railroad, conductors and brakemen in their employ are requested to uniform themselves by the 1st of October. The conductors will wear blue cloth coats and caps, with a badge in front, black pants, and a vest. The brakeman's uniform will consist of gray frock coat and pants, and glazed cap, with a badge in front. This is an excellent move on the part of the directors and should be imitated by all other railroad companies."

This information came from O. W. Brooks, secretary and treasurer of Lodge 3072, Brotherhood of Maintenance of Way Employees, Emporium, Pa. 15834.

14 ***What can you tell me about the Southern San Luis Valley Railroad?***

You don't have to be much of a walker to trudge the entire length of the SSLV and back, non-stop. Some people could jog the whole round trip.

The road measures nine-tenths of a mile from the Blanca station to the end of the line near a vegetable processing plant. Nothing else is left of what was once a hefty rail line of 31.38 miles running from Blanca to Jaroso, Colo., just north of the New Mexico boundary. But it still does plenty of business during the summer and autumn vegetable and potato harvests in southcentral Colorado.

Running Extra

Information about buying stock in an operating steam road is wanted by James Hicks, 805 Balata St., Easton, Pa. 18042.

A reader wants the words to an old poem which began: "It was back in '83 When you came on the road with me. It was I who broke you in, Coupling cars with a link and pin."

Photos, literature, and info. on the American Flyer standard-gage model layout exhibited at the Chicago Word's Fair in 1933 are wanted by Edward Savich, 3435 W. 83rd Place, Chicago, Ill., 60652.

"In 1951 the Santa Fe lost engines 1035, 3167, and 4076 in the Kaw River bridge disaster at Topeka, Kansas. Are the engines still in the water?" asks James R. Burke, 936 Sir Francis Drake, Kentfield, Calif.

"I seek the words to a poem which began: I was at Promontory Point for the wedding of the rails; I saw Leland Stanford when he drove the spike of gold,' " writes Lewis N. Clark, 229 N. Grand Ave., San Pedro, Calif. 90731.

"Who remembers, or has any knowledge of, the Espee's operations in Santa Cruz and Cochise counties of Arizona?" asks David L. Dorrance, 3574 Parker Hill Rd., Santa Rosa, Calif. 95404.

Data and info. on the Union Pacific's *Big Boys* is wanted by D.B. Lones, 3332 Palos Verdes Drive N., Palos Verdes Estates, Calif. 90274.

U.S. railroad postal cancellations are the special interest of Karl H. Schwartzman, 1569 Bruckner Blvd., Apt. 13H, Bronx, N.Y. 10472, who wants to hear from other fans having the same hobby.

Info. on the old NJI&I is sought by Walter T. Stephens, 8 Richfiel St., Squantum, Mass. 02171.

A list of each place in the U.S. where you can see electric locomotives is needed by Leroy Demery, 485 Inadale Ave., Los Angeles, Calif. 90043.

"Years ago, Boston & Maine operated articulated locos of either the 0-4-4-0, 0-6-6-0, or 0-8-8-0 wheel arrangement. Can anyone supply data or photos?" writes Clark H. Gabriel, 508 Lebanon St., Melrose, Md. 02176.

Railroad lingo is a particular interest of G.A. Copeland, 6 Endean Ave., Toronto 8, Ont., Canada. He wants to know about the origin of such railroad terms as "cornfield meet," "they joined the birds," "yard goat," "cabbage cutter," "the brains," "eagle-eye," "ashcat," and "pin-boy."

History and pix of the old Virginia & Southwestern, operating from Bristol to St. Charles, Va., with a branch from Bristol to Mountain City, Tenn., are wanted by J.B. Adams, Jr., 1651 Dyer Rd., Grove City, Ohio 43123.

Photos showing the coupling arrangement on D&RGW standard-gage steamers used in dual-gage service with the road's narrow-gage equipment are wanted by W.C. Spowart, Sr., 134 Leslie Ave., Niles, Ohio 44446.

Photos of the funeral train of "Singing Brakeman" Jimmie Rogers are wanted by Garry Rostad (member of Vintage Locomotive Society), 5-57 Lily St., Winnipeg 2, Man., Canada.

"Rogers was the flagman on a train which carried General John Pershing on a southern tour in 1917," Garry writes. "He won fame for singing and guitar playing; his records are sold in some music stores. Born in Meridian, Miss., on Sept. 8, 1877 (the year of America's first big railroad strike), he died in New York on May 26, 1933, at age 56. His body was taken to Meridian for burial in Oak Grove Cemetery. As a last tribute, the funeral-train hogger tied down his whistle cord five minutes before reaching Meridian and let the whistle scream all the way to the depot. Which engine? Names of engine crew; either of them still living?"

Ivan Saunders many years ago happily standing beside stored B&O No. 5181.

Interesting Railfans No. 79

IVAN W. SAUNDERS

by Freeman Hubbard

IVAN SAUNDERS should get along famously with our new assistant editor, Mike Eagleson. They are two of the most zealous steamfans I know and both are experts in some phases of steam operation. One big difference, though: Mike is an internationalist. Goes all over the world for steam pictures. Ivan is, or was, strictly a Baltimore & Ohio *aficionadi,* plus an interest in Pennsy steamers.

"I used to wonder if he had ever heard of any other roads," Bill Rau mused whimsically. (Bill is associate editor of *Model Railroader.*) "My wife and I have been acquainted with Ivan almost 30 years. The first night he called on us, our lights went out and we sat at a table eating pretzels and pop by the glow of a solitary candle. When Pennsy photos showed up in Ivan's exchanges, he usually gave them to me. Of course, that was long ago; his hobby has broadened somewhat since then. Once he said to me, 'The B&O died when it dieselized completely.' He must be unhappy over its present status in the mad scramble for mergers."

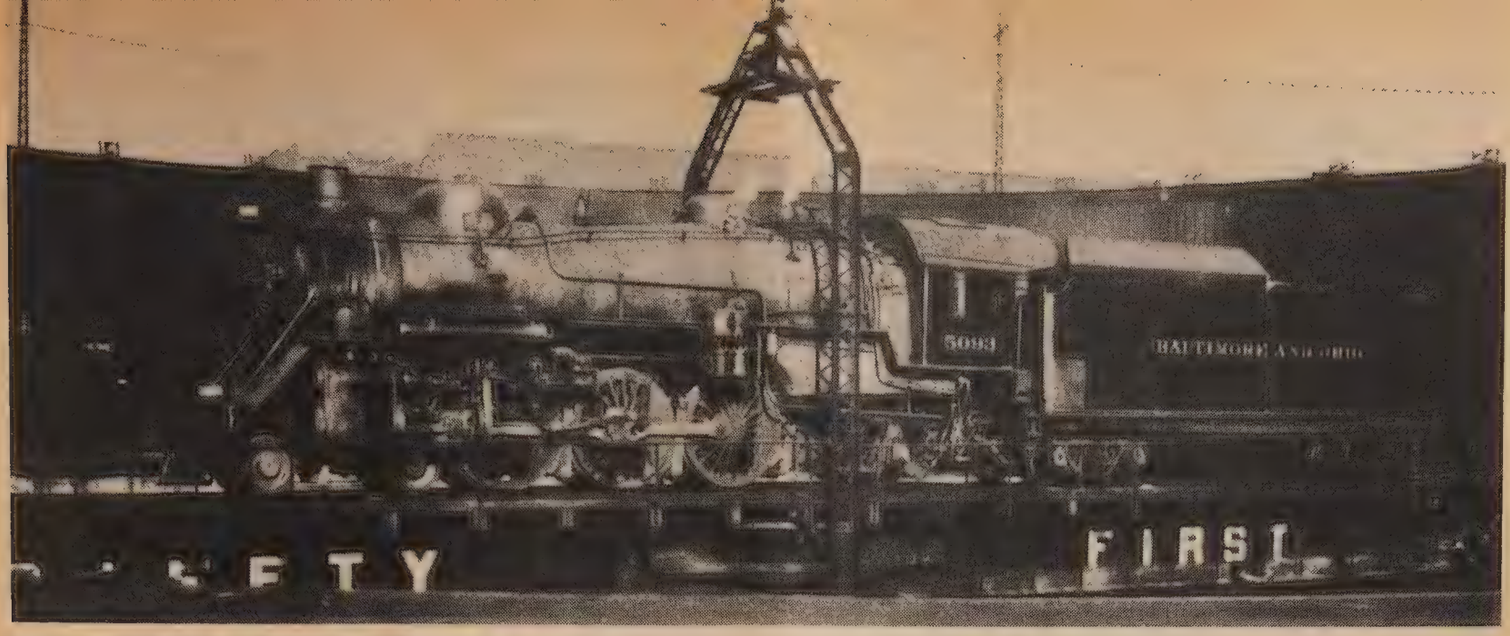
Every month for nearly ten years, beginning in 1951 but not always on scheduled time, Ivan issued *The Locomotive Newsletter*, originally called *The Baltimore & Ohio Newsletter,* each copy of which he duly sent to me. The subject of this sketch then had about 2,600 steam-power negatives, some 1,800 of them B&O. Gradually he accumulated about 1,300 Pennsy negatives, plus some from other roads, and he changed the *Newsletter's* name.

"I started this modest little publication," said Ivan, who lives at 304 Sixth Street, Glassport, Pa. 15045, "as a means of gathering and disseminating data on power of the B&O and its subsidiary roads, especially obscure ones like the Indian Creek Valley near Connellsville, Pa., which had only three engines: two 4-6-0's and a 2-8-0. As letters and cards came in from readers, I learned that the two Ten-Wheelers originally had been Pittsburgh & Lake Erie No. 82 and 75. Since I am a P&LE employe, this fact interested me. Those two engines, ICV No. 1 and 2, subsequently became Baltimore & Ohio 181, 182."

Ivan published 122 issues of *The Locomotive Newsletter,* each a single sheet mimeographed on both sides—except for No. 9, which he printed on his small Kelsey hand-press. The printed job had 18 pages, 4x5 inches. It took him nearly six weeks of spare time and laborious work to set the type by hand and run off 150 complete copies, each page printed separately, and bind and distribute them. This was much too time-consuming even for a steamfan with Ivan's patience, so he resumed the original format.

Among his sources for data were rosters and parts of rosters sent in by his subscribers. He mailed an average of 100 copies per month, mostly to railfans whose names he got from our *Switch List* or from the *Model Railroader,* the *Railroad Model Craftsman,* etc. Among his subscribers was Ivan W. Oaks (from

Baltimore & Ohio D-3 0-6-0 No. 1104 was built in railroad shops in 1890, and sold to a glass company in 1939.



B&O 4-6-2 P-ld No. 5093 on Glenwood turntable, Pittsburgh, Pa., in 1936. Note the illuminated drumhead on smokebox.
Photographs by Ivan W. Saunders

Ivan W. S. to Ivan W. O.) of Kirkwood, Mo., who was listed away back in 1931 in our *International Engine Picture Club,* predecessor of our *Switch List.*

Besides working full time for P&LE, railfan No. 79 was kept busy during those ten years compiling and publishing the *Newsletter* and handling a heavy correspondence. Many readers, particularly the well-known Prof. Sylvan R. Wood of Stillwater, Okla., sent him useful data and corrections. One issue carried a P&LE roster based on an official diagram book and material from H. L. Goldsmith.

The mimeographed sheet was a labor of love. Only a dedicated steam buff like Ivan would sponsor it, with pride in the job and pleasure from the many railfan contacts it brought him. The *Newsletter* was a worthwhile addition to the vast body of steam locomotive lore. Although it is no longer issued, Ivan is still getting requests for back copies.

Replacing *The Locomotive Newsletter* is the *Locomotive Notes,* likewise a technical mimeographed monthly, which is put out by the well-informed Roy Linscott, Jr., (Box 341, Natick, Mass. 01761). Roy also reprints, and has available, back issues of Ivan's old publication.

Ivan's steam hobby can be explained in part by the "steel in his blood." He was born July 14, 1914, at Pitcairn, Pa. His sturdy father was a Georgia-born steel rigger, then helping to erect new Pennsylvania Railroad shops, at Pitcairn, while his mother was a daughter of the owner of the hotel where "Pop" stayed. Several of Ivan's uncles worked for the Pennsy and lived across the street from the Derry, Pa., roundhouse, loaded with steamers.

As a boy he played with the usual tinplate trains, like most of us; but did not develop enthusiasm for steam power until he and a buddy, Robert W. Stolte, found a copy of a big, thick book, *Locomotive Cyclopedia,* in a Pittsburgh library. That started it! What finally clinched it was their discovery of our magazine, which Ivan has been buying and reading ever since.

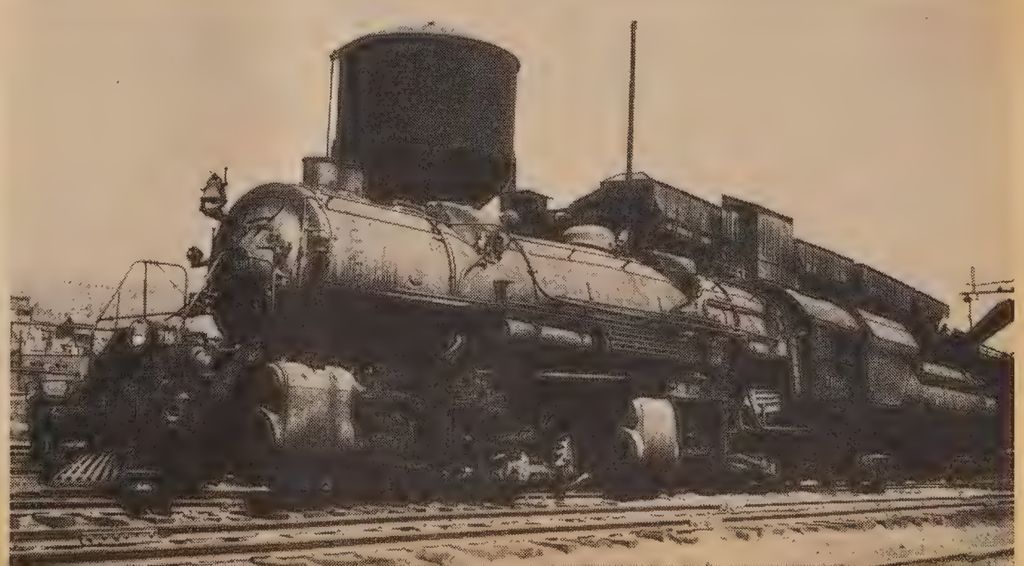
"Every Sunday," he told me, "Bob and I practically lived at the B&O's Glenwood roundhouse. We joined the IEPC; specialized in steam photos, particularly B&O; and utilized the photographer's passes that the enlightened B&O management was giving to railfans in those days—remember them? Because Bob was a young giant, four inches above six feet, and I was only five feet six, we were dubbed 'Mutt and Jeff,' from two oldtime comic-strip characters. We aimed to get negatives of every engine the B&O had at that time, but didn't. I still have my old Zeiss-Iken 616 3.5 camera and wish I still had the same buddy. Bob was killed in France in World War II."

After trying several non-rail jobs, which bored him, Ivan Saunders hired out to the Pittsburgh & Lake Erie, in the New York Central System, beginning in water service at the Pittsburgh passenger station. "The only award I ever got in my life," he stated, "was $10, minus tax, for suggesting that the company silver-paint the hydrants in its Pittsburgh Yard for better visibility at night, which it did." Ivan has a record of 26 years' service in various departments of the P&LE (now part of Penn Central).

"I have a PC system pass good until 1971," he informed me, "but I wonder if the system will have any passenger trains left by 1971."

He has bright blue eyes, gray hair, a trim figure, slightly pot-bellied; and a friendly manner—people like to talk with him—but, he said, "I'm no fash-

Articulated 2-8-8-0 No. 7160, El-5a in Glenwood engine terminal at Pittsburgh, in 1938. This 1919 Baldwin locomotive was scrapped in 1938; builder's No. 52599.



ion plate." Even a smart-looking new suit soon gets rumpled on his loose-jointed, 170-pound figure. There's nothing formal about Ivan W. Saunders. "Just an ordinary guy, that's me."

One sunny day in East Liberty, Pa., he was standing on Ravenna Street that paralleled the Pennsy mainline, watching steam trains. A pretty little brunette with curious blue eyes, strolling down that way, stopped to see what the man, a stranger to her, was doing. She flashed a shy smile, and they got talking together. The girl was Mary Amelia Knechtel. You guessed it. They met again and again, fell in love, and were married Dec. 30, 1950. They now have two daughters: Janet, 17, and Patricia, 11.

Aside from his *Newsletter*, Ivan has done some writing for publications such as an article on geared engines in the *Locomotive Engineers Journal* and contributions to *Railroad Magazine*, the journal of the Pennsylvania Historical Society, and *The West Virginia Hillbilly*. He also wrote a paper on Pittsburgh, Chartiers & Youghiogheny locomotives for *Bulletin 89* of the Railway & Locomotive Historical Society, of which he was then a member, and one on "English Railway Letter Stamps" for *Covers* magazine.

Among other activities, he campaigned in favor of retaining streetcars in his area (Steve Maguire, please note) and he often tinkers with the only automobile he ever owned, a 1960 Plymouth, "to keep the damned rattletrap running." His pet peeves include "stink buggies" (buses), diesel locomotives, loud radios, excessive taxes, and waiting in a long slow line.

His current hobby project, which has taken much spare time for the past ten years, is gathering bits of steam locomotive history from all over the United States, with emphasis on tracing engines through various ownerships, using the builders' records as a base. He is also intent on compiling an alltime steam roster of the Pennsy and its subsidiaries.

"It's an impossible goal," he said with a gleam in his eyes, "but it's fun trying. I already have three or four roster books full of PRR dope. On this project I have been getting help from fans like Roger Keyser of Johnstown, Pa., William F. Toye of Palmydra, N.J., and M. W. Flattley of Gatewood, N.J."

He added: "Men in the motive power departments of certain roads show a surprising ignorance and indifference when questioned about locomotive

Mary A. Saunders as she looks today.

classes. On one occasion we bawled out the New York Central engine foreman at Lakewood, Ohio, because the famous Hudsons there were rusty, dirty, and primed all over. He just looked at us and shrugged.

"The old Nickel Plate maintained its power well, with white-lined driving-wheel tires, graphited smokeboxes, and so on. The Pennsy also kept its iron horses in pretty good shape. You could always be sure that each side of a Pennsy engine bore a builder's plate—clean enough to read easily, too. Once, in company with my friend Ralph G. Dunn at Grafton, W. Va., I asked the division master mechanic why engine 7450 was classed KK-4c although the B&O had only two KK-4's altogether. After looking at the cab, he lifted the phone receiver. Shortly afterward, a man arrived with a ladder and a little pot of paint and painted out the 'c'.

"Ralph Dunn and I carried on an argument by mail as to whether B&O 5085, a Pacific type passenger engine, was a P-1da or merely P-1d. I had taken a photo of her in Glenwood Yard, Pittsburgh, plainly showing P-1da on the cab. This picture eventually reached the B&O chief of motive power, Ralph Emerson, himself, before the argument was settled. She was a P-1d; a painter had failed to remove the last letter of her former class. I sent my friend a copy of this photo; he got all steamed up over it. Mt. Clare had no record of such a class as P-1da, but there it was in the picture!"

Ivan's collection of railroadiana consists mainly of Pennsy rosters and locomotive builders' records. He also has an inactive HO gage model layout, yclept Pittsburgh Southern & Gulf, some railbooks and magazines, and a small stamp collection.

"I buy *Railroad Magazine* each month mainly because of its *Switch List*," he said, "but rarely get *Trains*."

"How do you keep physically fit?" I wanted to know.

Ivan grinned. "I don't; I'm lazy."

"Ha!" said his wife with a grin.

"But I never drink liquor and I do a lot of walking in the course of my railroad work," he went on. "Eat almost anything except fish, but tend to gobble down my food too fast so I can get back to my rosters."

Another "Ha!" from Mary, who prefers to eat her meals leisurely.

The Saunders family has a pet dog of mixed breed named Frisky, a black guinea pig known as Perrywinkle, and a canary. Listing his "weaknesses and bad habits," in answer to a question from me, Ivan admitted smoking cigarettes, telling exaggerated stories, reading *Playboy* (since when has that been a weakness or bad habit?), and being too fond of chocolate candy. ●

Philadelphia & Reading 4-4-4 C-1a No. 110 at Bound Brook, N.J., in 1915. Front and rear trucks were identical on this new loco; rebuilt to 4-4-2 same year.

STEVE MAGUIRE'S

TRANSIT TOPICS

Steve Maguire

A NEW record for traveling over the entire subway-elevated network of the New York City transit system is reported to have been made April first by Charles Kaften, a 16-year-old juice-fan living in the city's Forest Hills section. He did it in 15 hours and 40 minutes. The previous known record was set June 16th last year by three Ozone Park youngsters: 22 hours, 19 minutes.

On most of his long trip, Charles was accompanied by Arnold Dreybatt, age 15. Both lads are juniors at Forest Hills High School. The journey started at 7 a.m. from the Independent Subway station at Continental Avenue, near Forest Hills. It ended 10:35 p.m. at the same station. But Arnold, suffering from "train sickness," gave up at 5:30 o'clock that night.

Aware that they wouldn't have time to get off to eat, the boys brought lunches with them. Arnold also took his camera and snapped many pictures. The lads, who intend to enroll at Harpur College in Binghamton, N.Y., after graduating from high school, reported their findings to the New York City Transit Authority.

Shortly before their trip began, Charles said: "One broken or stalled train could ruin our calculations. But it's our chance to tell the city how to operate better schedules and clean up the dirty, littered trains."

A few setbacks did occur. In Brooklyn, for example, a train headed the wrong way caused a five-minute delay. A much bigger annoyance was waiting more than an hour for the HH Far Rockaway IND train to Broad Channel. Charles thinks it is the system's slowest line.

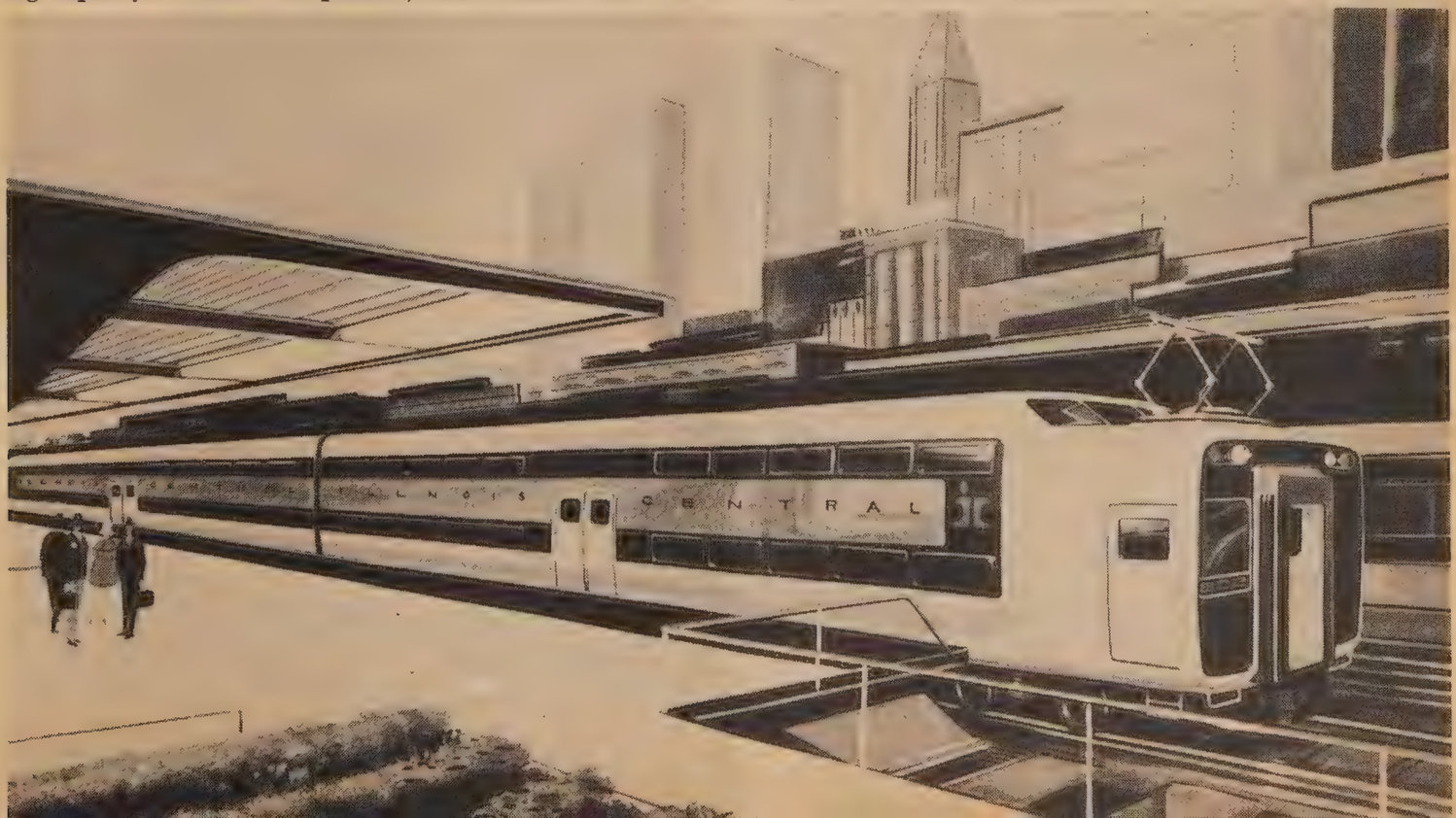
He informed NYCTA that the cleanest cars he rode in that day were on the Independent-BMT J line between Jamaica and Coney Island while the dirtiest were on a BMT line between Manhattan and Brooklyn. The latter, he stated, were unswept "cattle cars."

Back in the days when you could buy a slice of pie for a nickel, self-propelled car No. 1 ran on the 125th Street line of the Third Avenue Railroad in New York.

John P. Papp, 58 Woodlawn St., Schenectady, N.Y. 12306

Courtesy of Illinois Central Railroad

This basic design for the suburban cars they will acquire and lease to the Illinois Central has been approved by trustees of the Chicago South Suburban Mass Transit District. The design calls for double-decked, contour-shaped cars, each with a seating capacity of some 156 persons, about double that of the IC's present suburban equipment.



Denver & Intermountain Railroad cars 23 and .05 at Golden, Colo. The line's narrow-gage cars had numbers in decimals.
Photographed June 11, 1944, by Stephen D. Maguire

He also noted the condition of stations, indicating those in the Bronx as the dingiest and dirtiest.

"What do your parents think of this trip?" a *Long Island Press* man asked.

Charles grinned. "They think Arnold and I are nuts," he said.

SAO PAULO, Brazil, is expected to complete the building of its new subway in 1978. So far as we know, this will be South America's second underground railway. Buenos Aires already has such a line.

NEW streetcars may soon replace the present PCC's on all five routes now operated by the Massachusetts Bay Transit Authority in the Boston area. A notice posted at the car stops was headlined: *Streetcars Go Mod! Three Cheers for the MBTA!*

The same group of Brighton-Newton-Watertown residents which in 1967 fought the plan to discontinue the Watertown streetcars—and won—are now congratulating MBTA for its decision to buy new equipment.

The notices read: "For years we thought we were the forgotten riders. Now the MBTA, as part of its Master Plan, is presenting us with a modern streetcar fleet. A recent press release by MBTA General Manager Leo J. Cusick announced that brand new cars will be ordered in 1969."

These notices also advised streetcar riders to submit suggestions for improvements in the new cars.

"Often patrons can see problems that paid consultants (who never ride the cars) overlook," says Manuel R. Castellanos, 37 Glenwood Ave., Newton Centre, Mass., who is vice-chairman of the Committee for Better Transit, which posted the notices.

Looking back to last winter, Norton Clark, 21 Endicott St., Newton Highlands, Mass. 02161, recalls the heavy snowstorms which plagued MBTA lines. He traces the disruption of rail service at that time, especially on the Highland branch, to a near-sighted management policy only a few months before the 15-mile suburban line was to open.

Apparently the severe blizzard of 1940 was forgotten when the B&A Highland branch was being rebuilt for trolley operation, for just at that time the company scrapped all of its heavy Russell snowplows. Thereafter, for snow removal, it depended only on some old type 3 passenger cars on which small plows had been installed under the front platforms.

This equipment was adequate for ordinary snowfalls, but couldn't get through when the white stuff piled waist-deep. But if the Russell plows had been kept, they could have cleared the rails. As it was, the improvised plows had to run coupled together to buck the big drifts. Two days after the latest storm struck, one plow had to be pushed by three PCC's. Changes will have to be made on MBTA rail lines, particularly on the Highland branch, to keep traffic moving through deep snow.

PITTSBURGH'S "Hell-Bent-for Skybus" Port Authority of Allegheny County has been determined to get rid of the closest thing to rapid transit in that city—the trolley and inter-urban rail lines—but may have finally shown some sense, comments our Pittsburgh correspondent, Jim Cerny, 1022 Province Street in that city.

Jim quotes from *The Pittsburgh Press* to the effect that the trolley may still have a place in the county's transportation future. Westinghouse Air Brake Co. (WABCO) is updating a study it completed more than five years ago, on the possibility of improving and modernizing two streetcar rights-of-way from the South Hills to Downtown.

Another study is under way on these same routes—the Beechview-Mt. Lebanon and Castle Shannon-Drake-Library lines—to learn if it is feasible to use the routes for a demonstration of the transit expressway (Skybus), tied in with a trolley system.

TO COMPLEMENT the three rapid transit projects being built by the City of Chicago—the extension of the Englewood route from Loomis Blvd. to Ashland Av.; the Kennedy extension of the West-Northwest rapid transit route from Logan Square to Jefferson Park; and the Dan Ryan route from 95th St. to the Loop—Chicago Transit Authority authorized changes affecting 54 bus routes to serve the new stations. The revised routings will become effective when the new facilities open later this year.

Says George L. De Ment, chairman of the board: "Since the early 1900's, the rapid transit system in its own private right-of-way has been Chicago's most dependable means of public transportation. Now it will play an even greater role with the three new extensions.

"Basic in these extensions are the riders' obvious preference for rapid transit over bus. Speed and dependability of trains under urban traffic conditions are becoming daily more significant. The current projects are designed to upgrade CTA service by replacing, to the maximum extent practical, buses with trains. Riders must

be won over from bus to rail for as much of their mileage as possible. This means changing bus routes to focus into, rather than parallel, the rail lines."

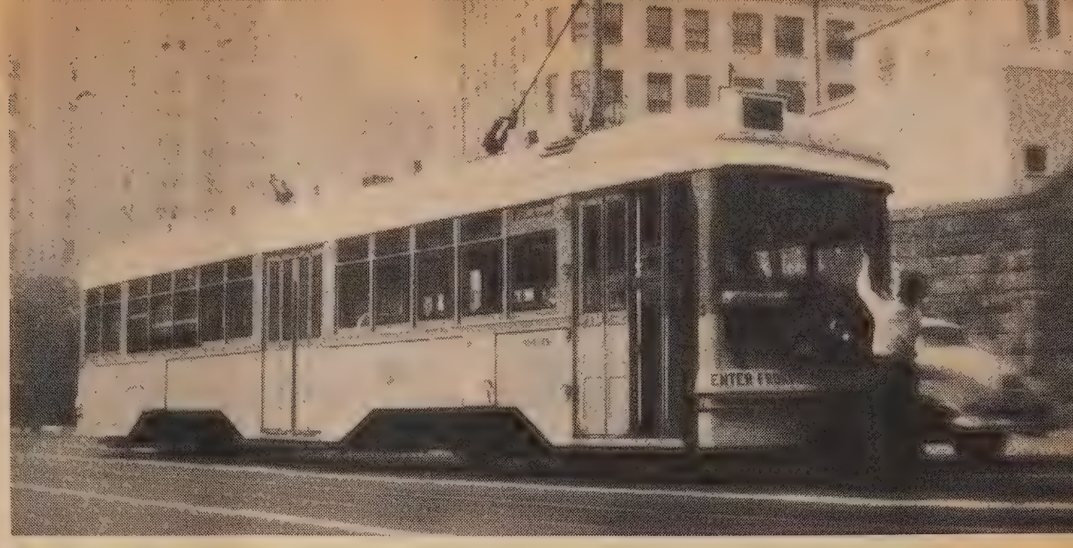
FOR SEVERAL years we had been trying to learn the status of the West Indies' last interurban line, the 50-mile Hershey Cuban Railway that ran between Casa Blanca in the Havana area and Matanzas, plus several branches. Restrictions on travel to Cuba made it difficult for us to get this information.

William D. Middleton, author of two popular books, *The Time of the Trolley* and *The Interurban Era,* now in U.S. Naval service, stationed at Barber's Point, Hawaii, has learned that the line is still operating as the North Havana Division of Cuba's nationalized rail system.

Dr. Willis Butler, of the University of Hawaii, recently visited Cuba and took some photos there. These pictures were shown by a TV station in U.S. Among the subjects were the interurban trains, which appear to be well maintained and operating normally. Incidentally, Bill has just finished a book on the Chicago South Shore & South Bend for publication on an undisclosed date this year.

PHILADELPHIA Suburban Transportation Co. took its *Liberty-Liners* out of service March 6th for much-needed repairs, writes Andrew W. Maginnis, 38 Harvey St., Philadelphia, Pa. He adds that PSTC owner Meritt Taylor and his wife were on the last run, which began 5:48 p.m. by Liner *Valley Forge* out of 69th Street Terminal.

The *Liberty-Liners* are the two articulated trains that PSTC bought from the defunct Chicago North Shore & Milwaukee five years ago and placed in service on the West Philadelphia to Norristown, Pa., run, complete with bar facilities PSTC riders missed them. They should be back in service in June with new wheels and air-conditioning installed.



Los Angeles Transit car 2602 (now in railroad museum) ran on Spring St. in '48.

Elmer Braswell, 1581 Melrose Drive S.W., Atlanta, Ga. 30310

AS WE all know, Port Authority Transit Company's new fast rail line went into operation in February from Lindenwold to Philadelphia, Pa. We get some details from Thomas G. Dagney, 434 Stratford Ave., Westmont, N.J. 08108. Tom reminds us that the operation began *without* any feeder bus service. Most bus routes in the area are run by a separate company, into whose fares the rapid transit competition is dipping heavily.

The new high-speed line is sharply reducing the number of motor vehicles on Camden's clogged streets and highways. This was the main point in a report by Camden Police Capt. Thomas Kelly on the effects of the new line. Kelly says that since it started through runs to Philadelphia, the traditional morning rush of traffic on Admiral Wilson Blvd. has decreased. Although no official auto count has been taken, Kelly estimates the cut at about 50 percent.

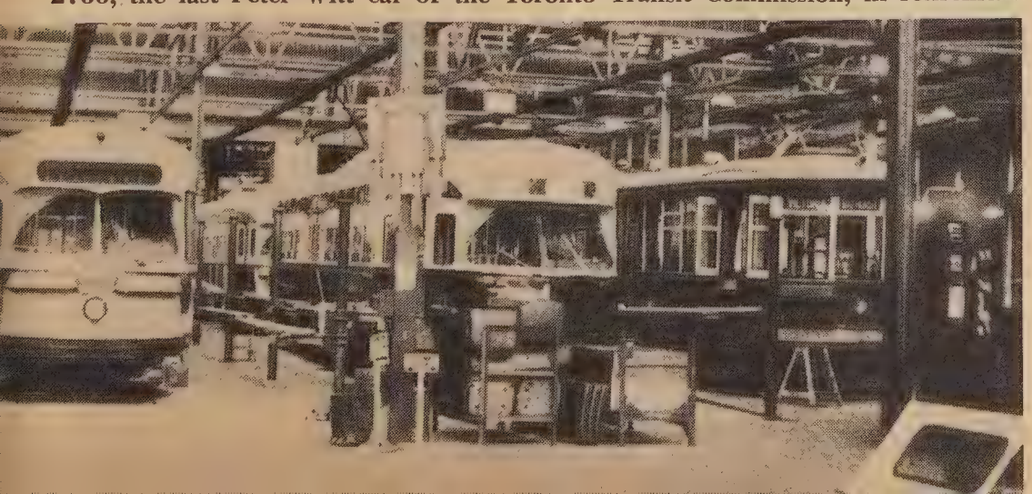
Engineers of the Delaware River Port Authority are surveying the effects of the new rail line on Benjamin Franklin and Walt Whitman bridge traffic. The Authority also wants to know whether the loss in bridge tolls will be offset by train fares.

Although bridge commutation tolls are less than most fares paid on the trains, at least 15,000 riders are using the transit line daily and leaving their automobiles at station parking lots along the line.

SUPPORTING a fact that this department has often pointed out is the following item from *Prevention: The Magazine of Better Health* (60¢, Emmaus, Pa.): "Trolley cars, such as those of bygone days, have been suggested as one means of reducing air pollution in cities. Dr. Albert C. Stern, a University of North Carolina engineer, said recently: 'We have abandoned the trolley cars, but they caused no air pollution problem.' "

James L. Alain, Pine Stump Jct., Mich. 49916

Hillcrest Shops, Toronto, in 1967, showing three PCC's being refurbished and No. 2766, the last Peter Witt car of the Toronto Transit Commission, in retirement.



New Electric Publications

***British Tramways & Preserved Tramcars* has 40 pages, 6x9", soft cover, and staple binding. Price is $1 from the author, P. H. Abell, 6 Farndon Rd., Stockport, Cheshire, England. This is the first complete, detailed roster of all remaining trolley lines in the British Isles, including the Manx Electric interurban. With photographs, it covers every tramcar now left in British public service, operating museum, or preserved condition. Readers interested in overseas tramcars will welcome this well-edited publication.**

Commemorating the 50th anniversary of Amalgamated Transit Union of the Public Service Co-ordinated Transport Co. in New Jersey is a new 24-page, soft-cover, stapled booklet, 7x10½". This includes recollections of rail and bus service of the last half-century and photos of PSCT rail operations. It can be had from ATU member John A. Yohannon, 414 Stockton Ave., Rosells, N.J. 07203, for $3.25. It's a good booklet but priced rather high. ●

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

ONCE TOO OFTEN

by Chauncy del French

BACK in the days when engines had tall stacks and people traveled by rail, "Bellerin' Jim" Buckley had only one chin and a waistline. I know it's hard to believe, judging from the way he looks now, but once upon a time he was a young conductor. And before his neck got thick and his skin pink from drinking too much, Jim was right good-looking.

Many's the time I seen him polish his shoes in the caboose and then wax his mustache with the very same shoeblacking. He said a skipper's appearance should be such that you wouldn't mistake him for a hobo. In those days he had such a ready smile that we called him "Happy Jim."

Huh? That was before the railroads issued badges to brakemen and conductors to make it easy to tell the difference. But it wasn't the station agents that caused Happy Jim to do all that primping. Girls, decently dressed, hung around the depots in them days instead of galihooting around in mini-skirts and sports cars like they do now. Being young and lively and holding a high-pay job, it was natural for Jim to look them over.

Of course, he's got over that now. Thirty years makes a lot of difference. He don't go around with a face like a set bear-trap without a reason for it.

Happy Jim was a damned good railroad man when he come to the Katy from the Sud Pacific de Mexico. I don't think he worked for the Sud Pacific long—just about long enough to find out that a *senorita* ain't fooling when she says no. He still thought *Gringo peeg* was a term of endearment. Mex is a tough language without a teacher.

Yeah. Her name was Conchita. Not knowing the custom of Mexican maids to conceal cutting hardware about their shapely persons, Happy made the mistake of trying to be masterful. Well, he got out of Mexico between sundown and sunup. He once showed me where Conchita had whittled him some, and he joked about the fact that he couldn't see the scars without using a mirror and bending over.

Happy was full of good humor then. In fact, practical joking during the bloom of his youth was mainly responsible for his cussedness today in seedy old age. I've never seen a man who enjoyed a joke—on somebody else—more than Happy Jim.

After having had a black-haired she-panther in Mexico, it was plumb natural for him to switch to some other type when he came here to work on the Katy. But it wasn't until he got a run south that he met Rosie Dugan. Her pappy was a section boss near Denison, not far from the trackside birthplace of General Eisenhower. Maybe you've seen Ike's house; it's a national shrine today.

Rosie's pappy was Mike Dugan. Mike's temper was well known on the Katy. His vocabulary had been enriched, developed, and fertilized by the job of bossing forty Mexican section hands. He was awful touchy about his daughter. Because of his flaming Irish pride, I'd have hated to be the man who so much as hurt her feelings.

All of Rosie's boy friends got a liberal education in respect for womanhood from the holy terror who guarded her. Even today I sometimes hear Bellerin' Jim use words and phrases picked up during his association with the Dugan family.

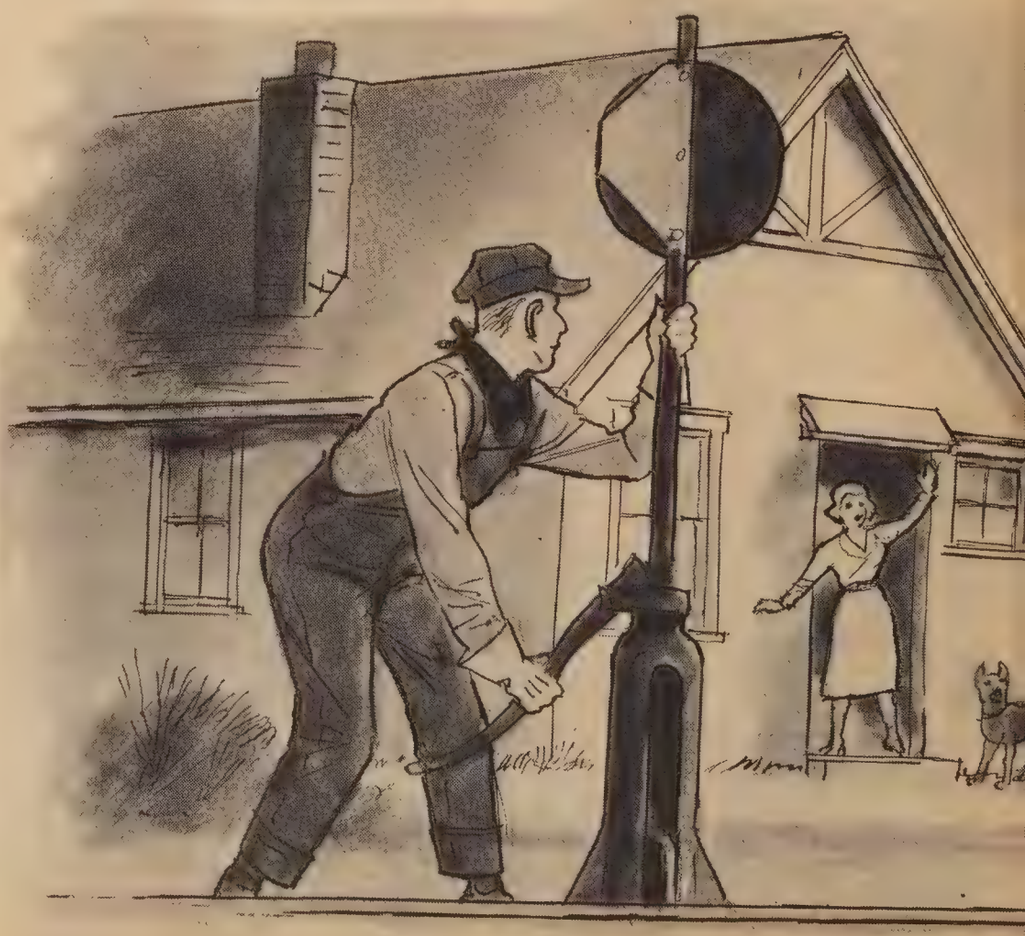
ROSIE DUGAN'S hair and temper matched the color of the sun when it first pokes its head up out of the Gulf. Everything about her was glorified. Tall and slim she was, with bright blue eyes, pert lips, and as pretty a rear end as you'd ever want to see.

Sometimes she'd feed a train crew that got stuck for a long wait on the siding in front of her section shanty. That gal sure could join corned beef and cabbage in a tasty combination. I'd been married to my third wife then for about ten years, but after one of them meals I used to sigh a little bit when I looked at Rosie. Everybody who knew Miss Dugan agreed that she'd put a lot of go-gitum in the guy that finally married her.

Happy damn near fell out his caboose the first time Rosie waved back at him. Romance took him the hard way. He quit looking at and dating the depot girls and he'd plan for hours to find an excuse to spend ten minutes on the siding in front of the Dugan section shanty.

Love affected Happy to the extent that he almost quit making life miserable for the kid brakeman who worked the caboose end. That rookie, by the way, had all the signs of a greenhorn, including a Trainman's button as big as a door-knob. Yeah. I can dimly remember wearing a great big one like that myself when I first joined up and

I seen the switch target change; then a bundle of bedcovers hit the right-of-way.



I wanted everybody to know about it.

Happy pulled his favorite joke when we was leaving a siding. As the kid got off to throw the switch, Happy would collect all the kid's bedcovers. Then—just as the lad started his sprint to catch the tail end of the crummy, after throwing the switch—Happy would toss bedcovers onto the track. It took some pretty fast footwork to pick up a quilt here and a blanket there while you're chasing a fast-disappearing caboose. Happy'd yell encouragement, cut loose another blanket, and near bust laughing at the antics of his brakeman.

Sometime he'd give the kid the whole bundle at once. That made it harder, because the bundle often rolled clear off the right-of-way. Our conductor's ideas of humor, such as that, was the reason I stayed on the head-end all the time I broke for him. Most everybody was fond of the kid because he wasn't a bellyacher. I think Happy Jim liked him, too, but took a peculiar method of showing his affection.

Huh? Yeah, a punch on the kisser might have cured him, but there wasn't many men trying it then—or now. However, as I was saying, love made a big difference in Happy. He quit most of his fooling. It was when he passed up drinking and began to crab about the high price of furniture that we knew he was sunk.

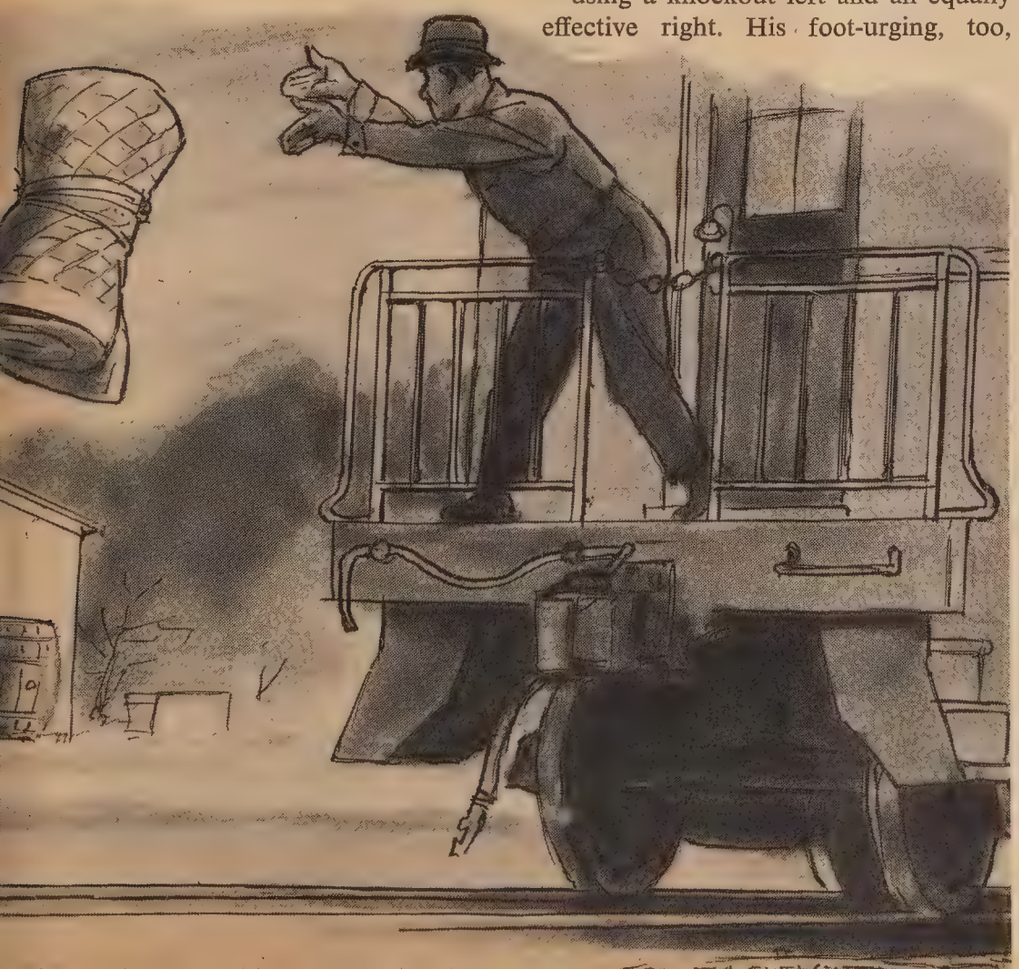
At Christmas time Happy bought Mike Dugan a meerschaum pipe. That was tact. I've smelled Dugan's regular pipe. Happy showed me the new pipe, but he kept the things he bought for Rosie's hope chest under lock and key. I imagine they was pretty intimate. Happy figured that what he'd get her for Yuletide that year he wouldn't have to buy her later—which maybe shows he wasn't so dumb.

The feeling between them two was mutual. At least it was at first. You could tell just by looking at 'em. When a girl puts everything she's got into her eyes as she moons at a guy, it ain't difficult to figure out the answer. Well, she gave him two Navajo blankets. The blankets are important to this story as you'll see later on. They was vivid all right. They matched her hair in color and her temper as well.

On top of that, Happy Jim Buckley began paying on an engagement ring for her. I seen the ring. The stone was plenty big and it had a yellowish cast like a caution signal.

WELL, the kid braking on the hind end finally got tired of being made a monkey of, and he quit. This left the skipper in need of a new hind shack. Happy drawed a long, lean, lanky Texan—a boomer, like most of us, but a real he-guy. We called him Tex.

The new man was combative by nature. Happy seen him unload a carload of hoboes the first trip he made with our crew. Some of the Weary Willies wanted to argue a bit, but Tex took a pace of about two men a minute—using a knockout left and an equally effective right. His foot-urging, too, was beyond reproach, you might say.



With that action picture of the new brakeman firmly impressed upon his mind, Happy didn't try any welcoming jokes on Tex. He couldn't have pulled the blanket-at-a-time stunt on him anyhow. Tex traveled, boomer-fashion, with all of his clothes wrapped up in his bed-roll, which he kept in compact form ready to leave on short notice.

One night when we was drinking steady and sociable in a gin-mill, the new man showed me all his clearances. They was arranged in alphabetical order: the Alton, the B&O, the Burlington, the D&RGW, the Erie—and so on down to the Santa Fe. All of them was for braking, except the Santa Fe, which was for a job as a conductor, resigned. Tex noticed my surprise when I read that one.

"The one reason why I quit running train on the Santa Fe was a guy named conductor James Buckley," he told me. "It's not the pay that keeps me braking on the Katy."

"What in hell is your play?" I inquired, curious.

He laughed. "Stick around. You'll know when you see it."

We'd had just about enough to drink to be real confidental. Tex said he was gonna make the Union Pacific, get married, settle down, and acquire some seniority. I was surprised at him mentioning marriage, because a real boomer usually ain't that type. Then Tex asked me confidental who the shapely redhead was and what did I know about her and Happy.

I played dumb and inquired which redhead. Course, it was Rosie. Tex described her to me. During his description I saw plenty of red semaphores on Happy's mainline. Nobody could describe curves and headlights and equipment like Tex did without having looked and planned a plenty.

He showed me the way she walked, swinging her beautiful hips, and he had it down pat. He demonstrated how she picked up her skirts when she strolled past a tie pile and tilted her head to listen. The way he sighed when he got through telling me that he was gonna quit drinking let me know that Happy Jim Buckley was in for lot of competition.

Figuring that he never had a vacation unless he was changing jobs, Tex took two weeks off to romance with a horse and buggy. In fact, my friend moved in so fast that Happy saw he'd have to make a quick play, too.

He got the bearded gentleman who

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ran the hock shop, where he'd bought the ring, to let him have possession by promising him a big payment on pay-day. That was a mistake. Rosie wouldn't let him put the ring on her finger. She was square about it, though. She told Happy she didn't know yet which man she like best. Just like a woman.

NATURALLY, Happy was all broke up. On the strength of his coming nuptials he'd bought a trunkful of clothes and a new derby hat—on the installment plan. The bearded gentleman wouldn't take the ring back, but insisted that Happy make the payment he'd promised. Happy told the pawnbroker to go to hell. That was another mistake.

I got this dope from Happy himself under a promise to keep mum. I made that promise with mental reservations. The only people I ever told was a half-dozen callboys and about the same number of hostlers. I swore them all to the secrecy, to make sure they'd spread it plenty. My reasons was that I'd liked the kid which Happy had run off the crew.

Well, Happy began riding Tex. He tried all the underhanded things he could think of, but the boomer just laughed at him. That put the con in a tough spot. Everybody on the Katy, from the super to the callboys, knew that the two guys was bumping heads over the same girl.

What made it tougher was that almost everybody had heard about the caution-signal engagement ring and the Navajo blankets and that Happy had been holding the mainline until this homely boomer showed up. Doing his work the way Tex did, Happy couldn't fire him and make it stick. Nobody realized that better than Happy.

He tried to keep a cheerful front, but the kidding of the Katy forces wore him down. We'd pass blanket-waving crews on one siding, only to find an engineer blessing the wedlock of a fireman and brakeman on the next. Sometimes the fireman would be wearing a red flag on his head in a feeble imitation of Rosie's flaming curls.

Tex got a kick out of these little shows, but they soured Happy Jim. By this time, however, one side of the cupola might as well have been the South Pole and the other side the North Pole, for all the conversation exchanged between them.

When Happy took flowers to Dugan's daughter, Tex brought a fancy box of chocolates. Rosie thrived under this double courting, but she divided her smiles equal as far as anybody could tell. By this time most of the blanket-waving and the mock wedding was out—all that the crews did was just to show Happy their bare engagement fingers, and shake their heads.

Happy's smile gradually became a fixed signal; and bitter words, like those he uses today, began creeping into his vocabulary.

You know now why he don't like boomer brakeman. I'm coming to the trip that changed his disposition. It was pay-day. My wife showed up at the pay-car to get the check I'd earned, and I kissed her and the check good-bye with mingled feelings of relief and regret. Yeah—the regret was all for the check.

Instead of a check for Happy, there was a note from the trainmaster stating that his wages had been garnished for non-payment of contract on an engagement ring. This, of course, made him wild. He planned to show up Tex as

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ridiculous as possible in Rosie's eyes.

One day the chance came. We were all set to pull out of Rosie's siding with a short string of cars. Tex, of course, was over on Rosie Dugan's porch while we were waiting for the *Bluebonnet* to go past. Instead of joining the party, as per usual, Happy walked up to the engine, where him and the hogger had a confab.

I was just as certain of what Happy would do to the boomer as I was of what my wife would do to my pay, but there was no chance for me to tip Tex off. Knowing the way the Katy lads roll the *Bluebonnet* through Dixieland, I screwed my hat on for a big wind—and waited.

When the smoke and cinders thinned out after the *Bluebonnet* passed, I saw that I had the play doped right. As we headed out of that siding our hogger jammed the Johnson bar down among the oilcans and pulled the throttle out until it was clear past the back of its neck. We picked up speed quick. I swung on about ten car-lengths behind the engine to see the fireworks.

TEX was waiting at the switch-stand to bend the iron and sprint for the caboose. Rosie was standing on the porch of her house watching him. I seen the switch-target change; then a bundle of bedcovers hit the right-of-way. They rolled smack into the front of Rosie's porch—and sort of exploded. In the swirling smoke of our departures those bedclothes looked like they was on fire.

It couldn't have been a minute later when I seen Tex on top of the caboose. He waved me a snappy highball, which I passed to the hogger. Tex started walking over the car tops toward me, so I met him halfway.

"Did he pull the blanket stunt on you?" I asked innocently.

"Yeah," said the boomer, "but I was set for him. That kid he run off this job was a buddy of mine. The reason I hired out to the Katy was just to get even with conductor Buckley. Of course, I didn't know then that Rosie would come into the picture."

"I reckon I don't savvy yet, Tex," I told him puzzled like.

Tex set down on the running boards and motioned me down beside him.

"Let's pretend like we're looking at the Red River Valley," he said. "Keep your eye peeled on the cupola. This is gonna get good in about a minute."

We didn't have that long to wait. Conductor Buckley popped out of that cupola pronto. He wasn't Happy Jim any more—he was Bellerin' Jim. Between bellers he waved some of the gosh-awfulest washout stop signals I've ever seen. When he finally realized that he was just exercising, he tore off his new derby hat and stomped on it until the wind blew it off the caboose top. Then he began to shake his fist—but he stayed on the caboose.

"I've got the air cut out of the doghouse," Tex said comfortably. "He's just found out that he can't pull the emergency airbrake on the hogger. You can figure he's got as much chance of getting a signal to the smoky end as he has of squawking to the T.M."

"But your blankets—" I remind him.

Tex waved a nose-salute to his fist-shaking skipper on the caboose top.

"I'm afraid Rosie's feelings are gonna be hurt," he said. "She may tell her papa on Mr. Buckley, too. The fact is, I switched bedclothes with him. He's just found out that the covers he throwed in front of Rosie was the same blankets she gave him for Christmas. They was wrapped up in my old quilt!"

He damn near died laughing as he said it. And when I caught on, I guffawed so hard that tears ran down my cheeks.

Yes, Tex married the girl. They got two daughters now, both redheaded and pretty as the devil. They're grown up. I'll see them tonight. General Manager Riley is throwing a little party to celebrate his tenth anniversary as G.M. and inviting a few of his old friends. Oh, I forgot to tell you; Mr. Riley is the fellow we used to call Tex. Well, I gotta be shoving along now. See ya tomorrow!"

Pen Pals Wanted

Jan Rychly (locomotive engr., age 30), Krapkova ul.c 42, Olomuc, Czechoslovania, who reads and writes English, wants to hear from other engineers.

Miss Wendy and Miss Cindy Elliott, twins (14). 19505 S.W. Madeline St., Aloha, Oregon.

Bill Gray (76), Carriage & Wagon Dept., British Rail, Basingstoke Station, Southern Region, England, asks if anyone can beat his 61-year record of continuous service in same rr. department.

Miss Cathy Walters (14), daughter of GM&O employe, 2067 Magnolia Lane, Mobile, Ala.

Eric Bracher, Box 643, Santa Clara, Calif. 95054, wants to hear from other collectors of date-nails in rr. ties.

Miss Connie Achterberg, Aronskelkstraat 68, Enschede, Nederland (Holland).

John W. Steckel (12), La Moelle, Ill. 61330, nephew of loco engr., wants someone to tell him of a school where he can take up railroading, so he can go into engine service when he grows up.

Miss Pennie Redmile (27), 3330 Gayer St., Apt. 21, Montreal 251, Que., Canada.

Gary Sellner (14), 422 Butternut Street, St. Paul Park, Minn. 55071.

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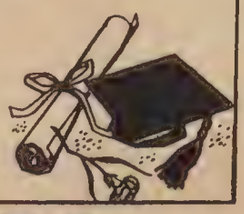

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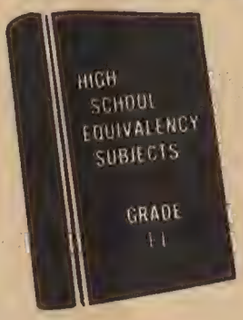

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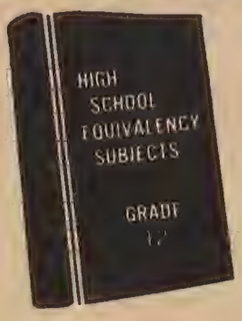
- Bookkeeping I
- Bookkeeping II
- Physics
- Solid Geometry-Trig.



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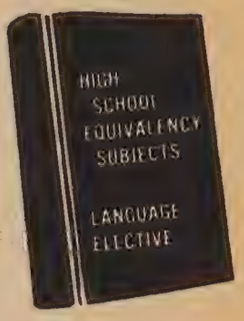
- Psychology
- Chemistry
- Economics
- Civics



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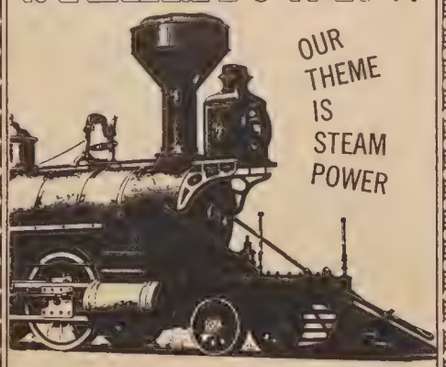

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Shortlines of New Jersey

Locomotive Rosters Compiled by Sy Reich

East Jersey Railroad and Terminal

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes
———	17-18	550	GE	65-ton	B-B	32,500	130,000	1950	

Hoboken Shore Railroad

———	700	380	GE	44-ton	B-B	26,400	88,000	1947	
———	701	380	GE	44-ton	B-B	26,400	88,000	1947	

Lehigh & Hudson River Railway

———	1-3	1600	Alco-GE	RS-3	B-B	52,500	240,000	1950	1
———	4-9	1600	Alco-GE	RS-3	B-B	52,500	240,000	1950	1
———	10-11	1600	Alco-GE	RS-3	B-B	52,500	240,000	1950	1
———	12	1600	Alco-GE	RS-3	B-B	56,500	240,000	1951	
———	13	1600	Alco-GE	RS-3	B-B	56,500	240,000	1951	
———	21-22	2000	Alco Pr.	DL-721A	B-B	57,200	264,000	1963	
———	23-24	2000	Alco Pr.	DL-721A	B-B	57,200	264,000	1965	
———	25-26	2000	Alco Pr.	DL-721A	B-B	57,200	264,000	1966	
———	27-29	2000	Alco Pr.	DL-721A	B-B	57,200	264,000	1966	

Lehigh & New England Railroad (*abandoned*)

OE-3	611	1000	Alco-GE	S2	B-B	57,775	231,100	1948	2
OE-3	612-613	1000	Alco-GE	S2	B-B	57,775	231,000	1949	2
OE-3	614-616	1000	Alco-GE	S2	B-B	57,775	231,000	1949	2
OE-2	651	1500	Alco-GE	RS-2	B-B	62,400	249,600	1949	3
OE-2	652-653	1500	Alco-GE	RS-2	B-B	62,400	249,600	1949	3
OE-2	654-655	1500	Alco-GE	RS-2	B-B	62,400	249,600	1949	3
OE-2	656-657	1500	Alco-GE	RS-2	B-B	62,400	249,600	1949	3
OE-2	658-659	1500	Alco-GE	RS-2	B-B	62,400	249,600	1949	3
OE-2	660-663	1500	Alco-GE	RS-2	B-B	62,400	249,600	1949	3
OE-1-A	701-702	1500	Alco-GE	FA-1	B-B	59,375	237,500	1948	4
OE-1-A	703-706	1500	Alco-GE	FA-1	B-B	59,375	237,500	1948	4
OE-1-A	707-709	1500	Alco-GE	FA-1	B-B	59,375	237,500	1948	4
OE-1-A	710	1500	Alco-GE	FA-1	B-B	59,375	237,500	1949	4
OE-1-B	751-752	1500	Alco-GE	FB-1	B-B	57,325	229,300	1948	5
OE-1-B	753	1500	Alco-GE	FB-1	B-B	57,325	229,300	1949	5

Lehigh & New England Railway

FSD-40	1531-1532	1500	GM-EMD	GP7	B-B	62,528	250,320	1952	6
FSD-79	1601	1600	Alco-GE	RSD-4	C-C	90,055	360,760	1951	7

Morristown & Erie Railroad

———	14	1000	Alco-GE	S4	B-B	?	?	1952	8
———	15	1000	Alco-GE	RS-1	B-B	?	?	?	

Mount Hope Mineral Railroad

Owns no motive power. CNJ trains use its line.

New Jersey & New York Railroad

Owns no motive power. Erie-Lackawanna trains use its line.

New York & Long Branch Railroad

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Morristown & Erie S4 No. 4, on steam excursion rails at Whippany, N.J.

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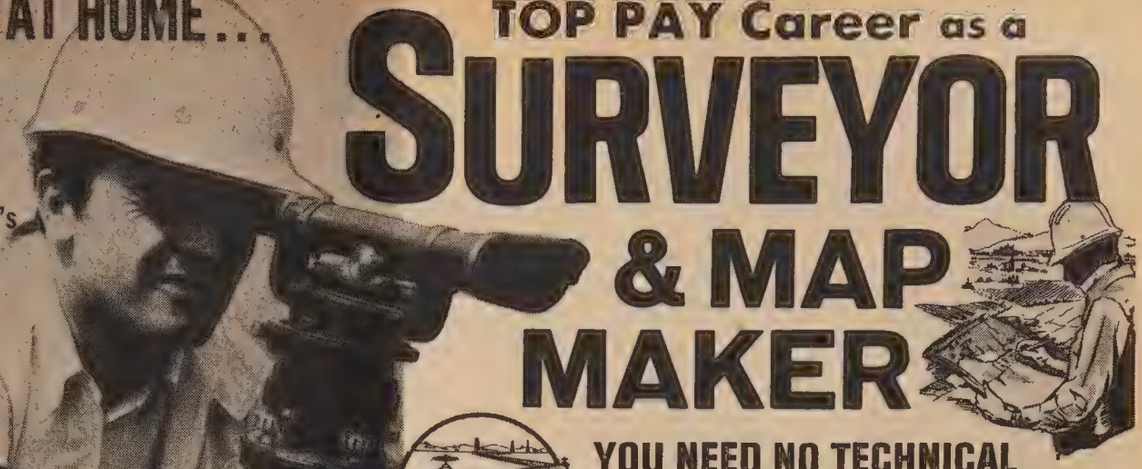

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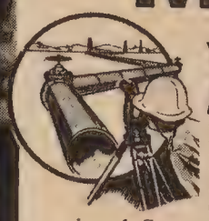

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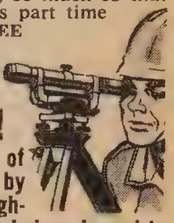

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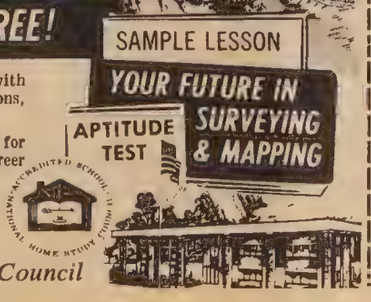

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———	150-151	150	Whitcomb	?	B	14,000	42,000	1942	10
———	200	300	GE	45-ton	B-B	22,500	90,000	1957	9
———	202, 204	1000	Alco-GE	S2	B-B	69,000	230,000	1941	11
———	203, 205	1000	Alco-GE	S2	B-B	69,000	230,000	1942	
———	206, 208	1000	Alco-GE	S2	B-B	69,000	230,000	1942	12
———	230	1000	Alco-GE	RS-1	B-B	72,400	240,000	1944	
———	231,233	1000	Alco-GE	RS-1	B-B	72,400	240,000	1943	13
———	232, 234, 236	1000	Alco-GE	RS-1	B-B	72,400	240,000	1945	12
———	238, 240	1000	Alco-GE	RS-1	B-B	72,400	240,000	1945	
———	242, 244	1000	Alco-GE	RS-1	B-B	72,400	240,000	1945	12
———	246	1000	Alco-GE	RS-1	B-B	72,400	240,000	1947	14
———	248	1000	Alco-GE	RS-1	B-B	72,400	240,000	1947	12
———	250	1000	Alco-GE	RS-1	B-B	72,400	240,000	1947	15
———	252	1000	Alco-GE	RS-1	B-B	72,400	240,000	1947	
———	254, 256	1000	Alco-GE	RS-1	B-B	72,400	240,000	1953	16
———	1800, 1802,1804	1800	GM-EMD	GP18	B-B	73,200	240,000	1962	

Pennsylvania & Atlantic Railroad Owns no motive power. Penn Central uses its lines.

Pennsylvania-Reading Seashore Lines

EF-20a	2000-2004	2000	GM-EMD	GP38	B-B	60,000	260,000	1967	
BS-15ms	6000-6005	1500	BW	DRS 4-4-1500	B-B	44,500	240,000	1950	17
BS-7	6006	800	BLHW	S8	B-B	49,600	198,500	1951	
BS-16ms	6007-6010	1600	BLHW	AS16	B-B	60,500	242,000	1953	17
BS-16ms	6011-6016	1600	BLHW	AS16	B-B	60,500	242,000	1953	17
BS-12	6017-6020	1200	BLHW	S-12	B-B	60,000	240,000	1953	
BS-12	6021	1200	BLHW	S-12	B-B	60,000	240,000	1953	
BS-16	6022-6023	1600	BLHW	AS16	B-B	60,500	242,000	1955	
BS-16ms	6024-6027	1600	BLHW	AS16	B-B	60,500	242,000	1956	17
BS-12m	6028-6033	1200	BLH	S-12	B-B	60,000	240,000	1956	

Rahway Valley Rail Road

———	16	600	GE	70-ton	B-B	35,000	140,000	1951	
———	17	600	GE	70-ton	B-B	35,000	140,000	1954	

Raritan River Railroad

———	1-6	900	GM-EMD	SW900	B-B	62,000	230,000	1954	

Staten Island Rapid Transit Railway

SG-2	8302	400	GE	44-ton	B-B	22,000	88,000	1950	22
SG-1	8800	400	GE	65-ton	B-B	32,175	131,100	1943	21
SA-3C	9005	1000	Alco-GE	S4	B-B	57,500	230,000	1953	18
SA-3C	9011-9012	1000	Alco	S4	B-B	57,500	230,000	1955	18
SA-3	9026-9033	1000	Alco-GE	S2	B-B	57,500	230,000	1943-4	19
SA-3C	9135	1000	Alco-GE	S2	B-B	33,700	241,700	1949	20

Trenton-Princeton Traction Company Owns no motive power. Reading Company uses its lines.

Wharton & Northern Railroad

PD-25	2000-2002	2000	BW	DRX 6-4-2000	A1A-A1A	63,910	383,500	1946-7	23
PD-25	2003-2005	2000	BW	DRX 6-4-2000	A1A-A1A	63,910	383,500	1948	23

Notes on New Jersey Shortlines

These rosters are based on data from asst. manager, L&N News Bureau; HS gen. mgr.; L&HR road foreman, trainmaster; NYS&W master mechanic; Quebec Iron & Titanium treasurer; asst. vice pres. of precision engineering, G&W supt. of equipment; Tennessee RR. gen mgr. Vt. Ry.; pres. of PRSL; Rar. Riv. vice pres. & gen. mgr.; SIRT gen. mrg.-supt., George R. Silcott; and Raymond International's director of purchases. Rosters are accurate as of first quarter, 1969.

For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route length less than 400 miles. Locomotive builders: GE, General Electric Co.; Alco-GE, American Locomotive Co.-General Electric Co.; Alco Pr., Alco Products; GM-EMD, General Motors-Electro Motive Div.; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; BLH, Baldwin-Lima-Hamilton: Alco, American Locomotive Co.

(1) L&HR 2, 5-9, 11 were traded to Alco Pr. (1966) for new power.

(2) L&NERR 611 sold to Ford Motor Co., renumbered 10013. L&NERR 612-616 sold to Louisville & Nashville, renumbered 2370-2374. L&N reengined 2370-2371, 2373-2374 with GM-EMD engines to 1200 hp.

(3) L&NERR 651, 653, 657, 659-660, 663 sold to Raymond International, Inc. 9/61 and renumbered 1501-1506; then to Whisler Equipment 1966-7. L&NE 652, 654-656, 658, 661-662 sold to L&N, renumbered L&N 265-271. L&N 265-271 were traded to GE for new L&N power, and scrapped. Raymond 1502, 1506 sold to Altos Hornoa de Mexico. Raymond 1501, 1503 sold to Precision Engineering Disposition of 1505 unknown to us.

(4) L&NERR 701-710 sold to L&N, renumbered L&N 332-341. L&N 333 traded to GM-EMD for new L&N power L&N 332, 335-336, 338-339, 341 were traded to Alco Pr. for new L&N power and scrapped. L&N 34, 337, 340 were traded to GE for new L&N power, and scrapped.

(5) L&NERR 751-753 sold to L&N, renumbered L&N 327-329. They were traded to Alco Pr. for new L&N power, and scrapped.

(6) L&NERy. 1531-1532 were originally Jersey Central 1526 (1st), 1532, lcass FPSD-37; then CNJ 1531 (2nd), 1532, Class FS-37; then L&NERy 1531-1532 (1962). Thee units were rebuilt in 1959.

(7) LENERy 1601 was originally CNJ 1601, then L&NERy 1601.

(8) M&E 14 was rebuilt in 1960.

(9) NYS&W 200 sold to Geo. R. Silcott, then to Quebec Iron & Titanium, renumbered 24.

(10) NYS&W 150-151 sold to Sea Train Lines and Geo. R. Silcott but not necessarily in that order.

(11) NYS&W 204 sold to Prec. Eng., scrapped.

(12) The following NYS&W engines were scrapped by Schiavone & Bonomo: 208, 232, 242, 244, 248.

(13) NYS&W 233 sold to Genesee & Wyoming and is being used for spare parts.

(14) NYS&W 246 sold to Tennessee RR., renumbered 6 (7/63).

(15) NYS&W 250 sold to Vermont Ry. (11/65), renumbered VTR 250. Then it was traded to GM-EMD 9/66 for VTR 501.

(16) NYS&W 254 scrapped by North Hudson Scrap Co.

(17) The following PRSL units were scrapped in 1968: 6002, 6007, 6009, 6011-6012, 6014, 6026.

(18) SIRT 9005, 9011-9012 were originally Baltimore & Ohio 539, 471-472, class DS-5AC; then B&O 9005, 9011-9012, class SA-3C; then SIRT 9005, 9011-9012.

(19) SIRT 9026-9033 were originally SIRT 482-489, class DS-5A; then SIRT 9026-9033. No. 9026, 9028-9033 transferred to B&O; not renumbered.

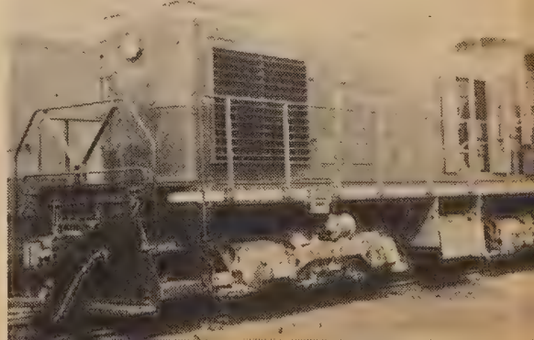
(20) SIRT 9135 was originally Chesapeake & Ohio 5001; then B&O 9135; then SIRT 9135.

(21) SIRT 8800 was originally SIRT 184; then SIRT 194, class DS-7G; then SIRT 8800; then sold to Manufacturers Equipment Co.; then sold to Pittsburgh Plate Glass.

(22) SIRT 8302 was originally B&O 20; then B&O 8802, then B&O 8302; then SIRT 8302.

(23) W&N 2000-2005 were transferred to CNJ, reclassed PD-30 12/52. These units were scrapped.

Staten Island SA-3 switcher No. 9029.



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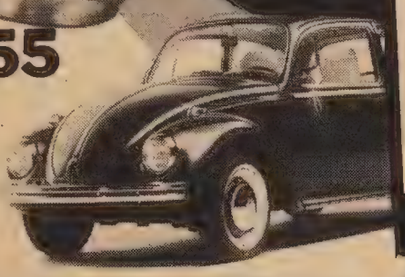

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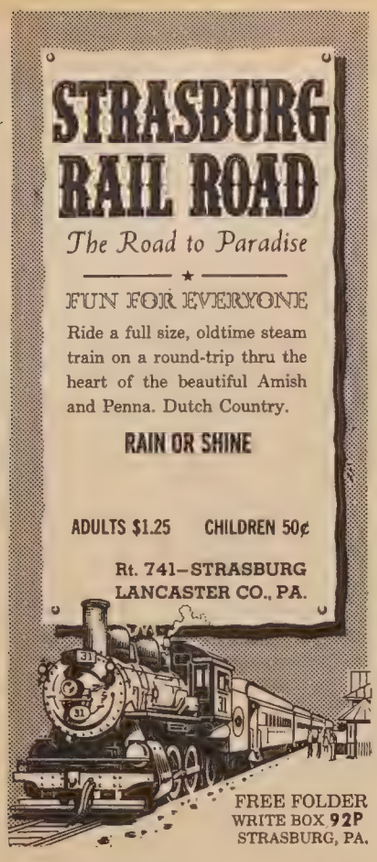
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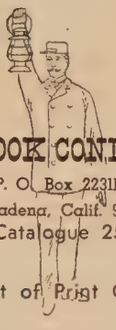

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IN SEARCH OF STEAM

with Mike Eagleson

A ROYAL HUDSON may possibly steam through Kicking Horse Pass in Canada this summer. Sounds fantastic, but that's the report we have. It seems that Hollywood's Mirisch Productions wants to use British Columbia for the location of a World War II movie, *The Yards at Essendorf*. The most likely locomotive candidates are Canadian Pacific's 4-6-4 No. 2860 (entrusted to the city of Vancouver) and 2-8-0 No. 3716 (owned by the town of Port Coquitlam, B.C.) Whether or not the engines would need retubing is a major concern. We wonder how a Royal would look with buffers, and an Eagle instead of a Crown?

Good news for Eastern steam fans is the continuation of operations at Kempton, Pa., on the Wanamaker, Kempton & Southern, now called the Pennsylvania Railroad & Scenic Steam Railway and opened this spring. We urge fans to make a pilgrimage to Kempton to support the line.

This season, the Livonia, Avon & Lakeville steam road in Livonia, N.Y., is running ex-Huntington & Broad Top Mountain 2-8-0 No. 38. She was brought 150 miles in two sections on a flat-bed trailer truck from Rail City Museum, Sandy Pond, N.Y., where she had been displayed for years. Responsible volunteers (over 18) who want to work on this operating steam road should contact E. H. Blabey, Asst. V.P. Traffic, LA&V, Livonia, N.Y. 14487.

An enthusiastic Penn Central press news release about the "first generation yard engines that have worked out a normal lifetime of service during the past 20 years" and are currently being rebuilt into more beefed-up units reminds us of the old idea that a steam engine was not broken in until after 20 years.

Augsburg is the first of German Federal Railway's 16 regions to change over completely from steam to diesel and electric traction.

Steam is going fast in Japan, too. Recently a spotlessly clean 2-8-2 D57, decked with national flags and showered with bouquets, pulled the last-steam powered passenger train out of Ueno station. Happily the Mike was transferred to Chiba Prefecture for a few more months' service.

The Alberta Pioneer Railway Association, Edmonton, Alta., has leased from its parent organization, The Canadian Railroad Historical Association, ex-Northern Alberta 2-8-0 No. 73. The locomotive and a few cars last operated in November on a short piece of track for a week-end. A new location site outside of Edmonton is being sought for a better operating museum. Hopefully the group can get the girl out on a mainline somewhere and let her go. A Canadian Pacific 0-8-0 is another of the club's prized possessions. It is the last of its class remaining.

Get your camera shutters all oiled up, for we have another new operating steam museum for you! Morehead & North Fork 0-6-0 No. 14, ex-Union Railroad No. 77, will operate on the Falls Railroad, still in the planning stages at Cumberland Falls, Ky. Another ex-M&NF steamer, 2-6-2 No. 11, went to the Everett Railroad in Everett, Pa., for operation. What happened to M&NF's ex-Southern 0-6-0 No. 12 is now the mystery. Maybe some fan can elaborate.

Last run of the *Golden Arrow* with steam between Calais and Paris, France, on January 11th marked the end of steam on the first class express train. Pacific 231K 82 did the honors, resplendent in white driving tires and freshly-polished dark olive-green boiler jacket. Even the familiar train nameplate hanging from the smokebox was wiped down for the occasion. During that same month, the last Mountain types were withdrawn from service. Starting this June, steam will be replaced by diesels on the remaining principal trains between Calais, Boulogne, and Amiens. Elsewhere, many lesser passenger trains are still steam-powered with engines such as the American-built 141R's (featured in this issue). ●

Photo Mike Eagleson

***Fleche D'Or (Golden Arrow)* with 231K 31, one year before steam was removed.**

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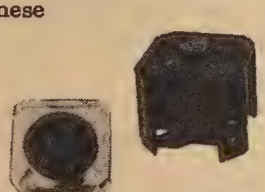

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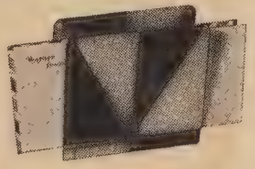

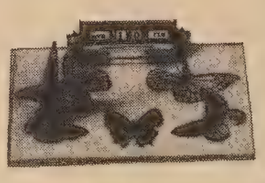

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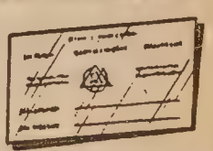

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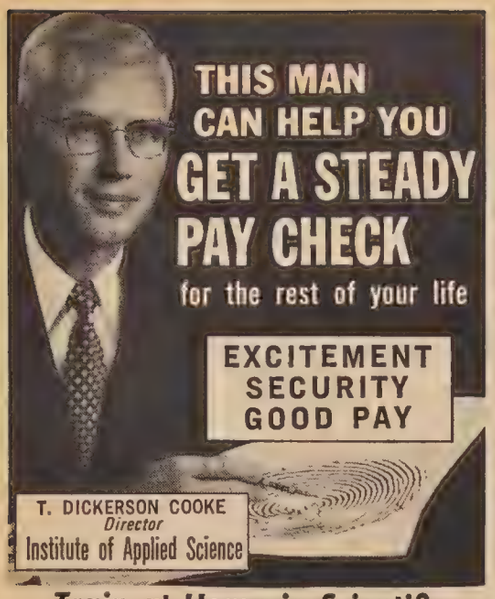

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HOBBY CLUB

conducted by Sy Reich

CHECKING into the possibility of doing a roster of shortlines of New Mexico, we found only one in that category, the Texas-New Mexico Railway, which owns no motive power. The Texas & Pacific uses its tracks.

A project to revise the laws governing the operation of steam locomotives is being conducted by the Southern Minnessota Live Steamer Asso., 220 First Ave. S.W., Rochester, Minn. Interested parties should contact Richard M. Winkle, president. It is hoped that through new regulation, engines which are used only occasionally each year would be subject to more liberal inspection laws than those now standing left over from the regular-service days of steam.

An attractive 7-inch recording of Southern Railway's famous No. 4501, plus other locos, is offered by the Tennessee Valley R.R. Museum, 1006 Hibbler Circle, Chattanooga, Tenns., for $1.50 postpaid. Also available is a spectacular 5x7 inch color photograph and folder of the 4501 in passenger green for $1.

Last year more than 294,000 passengers traveled on the ancient, nine-mile, steam-powered Festiniog narrow-gage railway in North Wales. Figures have been on the increase since the road reopened in 1954. Much work is currently being done to extend the line further, past a reservoir which flooded the original route.

Seven mural-size prints of famous British locomotives and trains are being offered by Old Motor, 17 Air Street, London, W1, England, at $2 each by air-mail in tube. Available are LNER *Silver Fox*, GWR *King Henry VIII*, an ex-GNR Atlantic type, LMS Scot class *Irish Guardsman*, LMS *Queen Mary*, GWR *Caerphilly Castle*, and LNER *Flying Scotsman*. The last-named will come to the U.S. this fall for a tour. These are beautiful reproductions, and perfect for mounting in a den or railroad room.

One of the largest passenger car fleets in New England is owned by an excursion firm called Rail Associates Corp., of Bellows Falls, Vt. A dining car, six coaches, and a baggage car from the Delaware & Hudson make up the consist. The air-conditioned equipment is leased to excursion groups for trips, due to the discontinued use of such cars by railroads in the area. Certainly a feature on any fantrip today would be an operating dining car rather than box lunches.

Chesapeake & Ohio Newsletter is a recent monthly publication for C&O fans and historians. Organized by Thomas W. Dixon, Alderson Museum, P.O. Box 417, Alderson, W.Va., it aims to bring about the formation of a C&O Historical Society.

"De-emphasize shots of girls in *Railroad*," urges Curtis Tillotson, Jr., College St., Oxford, N.C. "I like such pix as much as the next average guy, but I prefer to see them in magazines like *Playboy*."

Having lost records of his collection of locomotive parts while moving to his present address, Dennis Manwarren, 1188 Royal Glen Dr., 127C, Glen Ellyn, Ill. 60137, asks readers for help. "Who can identify from serial numbers a Pyle National headlight with no number boards and a Mars light similar to those of the NKP and C&NW? Both items were acquired at Hymann Michaels scrap yard, Calumet City, Ill., in 1960. Also CB&Q headlight No. 9733 and a CA&E caboose marker bearing the initials H&BTM."

"Chicken Junction" is the new name of a proposed restaurant chain built inside typical Victorian period stations. The first opening this summer on the west side of U.S. 401 South, near Raleigh, N.C., will feature rails from the 1888 Rockingham Railroad and a Baltimore & Ohio caboose built in 1910. The waiters will wear either conductors' or engineers' uniforms. Sounds of *clickty-clack* and other station noises will be played at mealtime. The owners traveled the country looking at more than 200 old depots and went to Disneyland searching for ideas.

Model Trading Post

H.R. ASHLEY, 41 Anderson Ave., Scarsdale, N.Y. 10583. buys Marx toy trains.

RON LEITCH, 18707 Ferncliffe Ave., Cleveland, Ohio, will swap Lionel 262 2-4-2, pilot broken, and tender, good cond., for Ry. Exp. bag. car 2530. Station 117, sale or trade.

JOE MICHALAK, 3308 Catalpla Court, Rockford, Ill. 61108, will trade old rr. tts. for Lionel items.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Wis. 53186, buys Louis Hertz books on tinplate trains.

FREEMAN ORR, Box 755, Greenville, S.C. 29602, will buy Lionel 289E, 265E.

MAURICE SAARI, 209 E. Park, Marquette, Mich. 49855, will sell HO 0-4-0, caboose, 2 motorless diesels. (SSE)

JIM TANDY, Box 35. Carrollton, Ky. 41008, will buy Lionel 250. 116. 129, 439, 840, 6464-825.

JACK WILSON, 215 Duckworth Terr., Bradford 9 Yorkshire, England, buys, trades models such as Matchbox, Dinky, Corgi, etc.

An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — these are Nature's Red Flags warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

This is how Comate works: (1) It combines in a single scalp treatment the essential corrective factors for normal hair growth. By its rubifacient action it stimulates blood circulation to the scalp, thereby supplying more nutrition to still-alive hair follicles. (2) As a highly effective antiseptic, Comate kills on contact the seborrhea-causing scalp bacteria believed to be a cause of baldness. (3) By its keratolitic action it dissolves ugly dandruff. By tending to normalize the lubrication of the hair shaft it corrects excessively dry and oily hair. It eliminates head scales and scalp itch.

In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

COMATE IS UNCONDITIONALLY GUARANTEED

To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

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Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss. In such cases neither the Comate treatment nor any other treatment is effective.

Note To Doctors
Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C.T., San Angelo, Tex.

"Now my hair looks quite thick."
—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
—G. E., Alberta, Canada

"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
—L. W. W., Galveston, Tex.

"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
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Coming Events

June 7-8: Train-boat-steam excursion Detroit to Milwaukee, using C&O streamliner from Detroit, overnight cruise on Lake Michigan, plus steam train on Cadillac & Lake City on Sunday. Contact Michigan Railroad Club, David Peterson, 244 Cedar St., Wyandotte, Mich. 48192.

June 7: Reunion of veteran employees of San Antonio & Aransas Pass (now part of SP) at Yoakum, Texas. Write F.W. Ober, 3718 Drake St., Houston, Texas 77005.

June 15: Steam trip on Canadian National, using No. 6218; Sarnia, Stratford, Goderich, and return, 260 miles. Fare. $12; children, $7.50; after June 1st, $13 and $8.50. Details from Sarnia-Lambton Regist'd Tourist Council, Sarnia, Ont., Canada.

June 14: Minnesota Railfans' Asso. sponsors excursion from Minneapolis-St. Paul to ride Iowa Terminal RR electrified line between Mason City and Clear Lake, Ia. Will use Rock Island "Plainsman" from Twin Cities, and ex-CNS&M interurban car 727 on IT. Contact MRA, P.O. Box 2678, New Brighton, Minn. 55112.

June 21: Edaville steam passenger and freight trips sponsored by Bemis Street Ry. Photo stops galore. 11 a.m. to 5:30 p.m. Contact Bemis Street Ry., Skipper Clark, 21 Endicott St., Newton Highlands, Mass. 02161.

June 22: Sightseeing trip up Monongahela River on Gateway Clipper; 3-hour cruise passing railroad facilities, plus trip thru lock and dam 2. Lv. 1 p.m. from Monongahela wharf at foot of Wood St. Adults $2.50; kids $1.50. Write John Weinhold, 1232 Shadycrest Dr., Pittsburgh, Pa. 15216.

June 29: Steam trip over LV, using ex-BC&G 2-8-0 No. 4 of Q&E. Part of trip doubleheaded with rare old diesel. Bethlehem to Wilkes-Barre, Pa., and return. Contact Quakertown & Eastern Railroad, Box 438, Quakertown, Pa. 18951. Fare: adults $13.95; kids. $7.95; under 5, free.

July 3: Mt. Washington Cog Railway centennial. incl. banquet, other events. Details from Mt. Washington Ry. Co., Mount Washington. N.H. 03589.

July 3-6: Pacific Coast Chapt., R&LHS, "Silverton Tour" from S.F. via AT&SF to Gallup, bus to Alamosa. D&RGW narrow-gage steam train to Silverton, bus to Grand Jct., return to S.F. on Calif. Zephyr. Details from Arthur Lloyd, 974 Pleasant Hill Rd.. Redwood City, Calif. 94061.

July 4-5: Two all-day rail excursions from Bennington, Vt. on "Vermont Holiday Rail Excursions" for 125-mile trip to see Marble Exhibit at Proctor, Vt. Chicken barbecue and band concert on Proctor Common. Lv. 10:30 a.m. Fares: age 8 or over, $11.50; and under 8, free. Contact Rail Associates Corp., Box 406, Bellows Falls, Vt., 05101.

July 26: Diesel-powered train over Bangor & Aroostook from Northern Maine Jct. to Millinocket and return via mainline, 150 miles. Lunch and pic stops. Lv. 10 a.m. Contact Robt. Baker, Downeast RR. Club, Box 285, Brunswick, Maine 04011.

July 26-Aug. 10: 16-day Pullman tour of USA from New York City and Washington, D.C. Contact Adams Rail Tours, 116 Deerfield Ter., Mahwah, N.J. 07466.

July 27: Diesel excursion over Belfast & Moosehead Lake RR., Belfast to Burnham, Jct., 114 miles in all. Lunch and pic stops. Lv. 10 a.m. Contact Robt. Baker, Downeast RR Club, Box 28, Brunswick, Maine 04011.

12½-mile steam trip, using ex-BEDT 0-6-0T No. 15, former Black Mt. RR. trackage. Lv. Micaville, N.C., Sat., Sun., hol. ending Oct. 19; daily June 14-Sept. 1. Fare $2; kids $1; contact Southern Appalachian Ry., Burnsville, N.C. 28714. ●

More Data on Rosters

Additional data on our various rosters comes from Geo. R. Silcott. Note 71 of Louisville & Nashville roster (July '68) should read: 3100-3103 were originally NC&SL 100-103, then L&N 3100-3103. No. 3100 was sold to Transportation Services, renumbered 3100. No. 3101 was sold to Preston W. Duffy & Son, then sold to Geo. R. Silcott, then sold to Lowville & Beaver River, renumbered 1950. No. 3102 was sold to Escambia Chemical Co. (1/64), renumbered 3102; then to Precision Engineering, (9/65), which scrapped it. 3103 was sold to Preston W. Duffy & Son, renumbered 3103, then to Geo. R. Silcott; then to Bath & Hammondsport, renumbered D-3.

New York, New Haven and Hartford roster (April '69) note 11 should read: 0803 is no longer on roster. 0804 was sold to Washburn Wire Co., renumbered 506; then sold to R.C. Stanhope, given no number; then sold to South Bend Sand & Gravel; then sold to Geo. R. Silcott; then sold to Becker County Sand & Gravel. renumbered 1. No. 0805 was sold to Marquette Cement Co., then to Cruman Equipment Co., then to Thurso & Nation Valley (3/59), renumbered 9. No. 0806 was sold to Washburn Wire Co. (8/53), renumbered 505; then sold to R.C. Stanhope, not numbered; then sold to Virginian Ry. (1954), renumbered 6; then sold to Eastern Gas & Guel Associates. No info. available as to further disposition.

Additional info. comes from Becker Sand & Gravel for Norfolk & Western roster (June '69). Note 46 should read: 2025, 2029, 2033, 2035, 2036, 2041 were sold to Geo. R. Silcott. 2025 was sold to Alpha Portland Cement, renumbered 2025, now held for spare parts. 2029, 2033, 2035 were sold to Becker Sand & Gravel, renumbered 29, 6, 35. No. 2036 was sold to Western Energy Co., subsidiary of Montana Power. 2030 was sold to Board of Water & Lt. (Lansing, Mich.), renumbered 198. No. 2041 was sold to K.C. Power & Lt.

Robur AG, Zug, sends us data to revise our New Hampshire Shortlines roster (May '69). Note 15 should read: C&C 13 was originally B&M 113, then C&C 13, then Raymond International (4401-4404 series), then Robur AG, which probably sold it for scrap. Note 16 should read: C&C 15 was originally D&RGW 43, then HT&W 15, then S&S 15, then C&C 15, then Raymond International (4401-4404 series), then sold to Robur AG, which probably scrapped it.

Whisler Equipment asks us to revise note 3 of N.J. Shortlines roster to read L&NERR 651, 653, 657, 659-660, 663 were sold to Raymond International (9/61), renumbered 1501-1506; then to Whisler Equipment 1966-7. Raymond 1502 and 1506 were sold to Altos Hornos de Mexico. Raymont 1501, 1503, 1504 were sold to Precision Engineering. Disposition of 1505 is unknown. L&NERR 652, 654-656, 658, 661-662 were sold to L&N. renumbered L&N 265-271. L&N 265-271 were traded to GE for new L&N power and scrapped. ●

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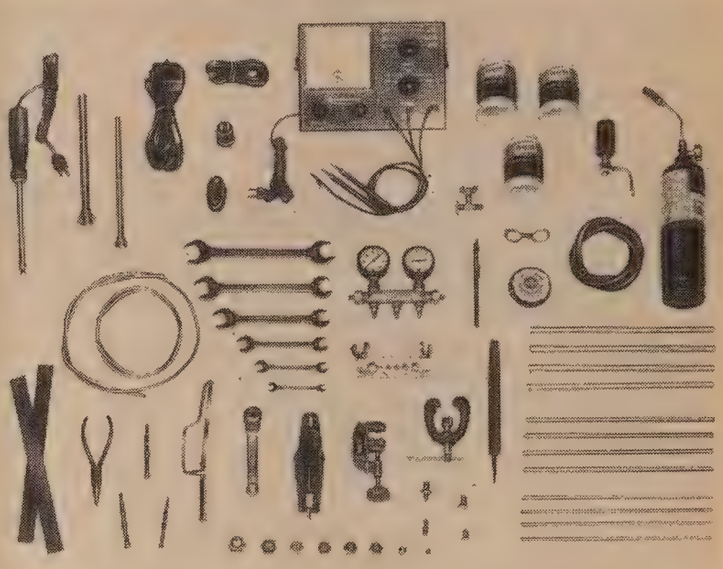

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Written as a sequel to *Pennsy Power*, this 3½-pound tribute to the last of the old Pennsylvania Railroad stands as the final curtain call for all those classic Keystoned locomotives we loved. The character identity of America's once-mightiest road has been lost, and this volume is a farewell relaxed visit with steam, and electrics, plus a detailed analysis of its diesel motive power. Many of Staufer's "old school" calendar-styled paintings are reproduced in color, giving this work his personal flavor.

Bert Pennypacker, who has written many good steam articles for *Railroad Magazine*, has well documented each engine type in *Pennsy Power II* with facts and figures, and just enough local color. Hundreds of builders' photos and dramatic action studies enliven the text, which is kept to a minimum at the beginning of each chapter. Photo reproductions are excellent—due to the fine coated stock and high-quality engravings—and stand as a high water mark for future publications. Easy-to-read type and attractive makeup further assure good sales for the authors, and a *must* for railfans.

NEW RAILS TO OLD TOWNS: *The Region and Story of the Ferrocarriles Chihuahua al Pacifico*, 164 pgs., 6x9" illustrated with photos (b&w and some in full color) and maps, paperbound, coated stock, easy-to read type, published by the author, Joseph Wampler, Box 45, Berkeley, Calif. 94701, $3.75.

Anyone interested in Mexico will lose no time in acquiring this amply-illustrated account of a fairly new railroad, the rugged country through which it runs, and the people it serves.

THE GOLDEN SPIKE *A Centennial Remembrance*, by seven authors, 118 pages, 6x9", paperbound, illustrated, American Geographical Society, Broadway at 156th St., New York, N.Y. 10032, $5.

Many books based on the "Wedding of the Rails" are being published but this one is unique in that it consists of six different papers on various phases of the subject, each written by a different author—Alfred E. Chandler Jr., Henry V. Poor, Lewis W. Douglas, James Douglas, and Lynn S. Mullins, with a foreword by E. Roland Harriman. The photographs are quite good—they do not look like the usual stock shots—and there is a map, besides which the book is pleasingly printed on beige-colored stock.

UNION PACIFIC *The Building of the First Transcontinental Railroad*, by Garry Hogg, 166 pages, 5½x8", illustrated, indexed, Walker & Co., 720 Fifth Ave., New York, N.Y. 10019, $4.50.

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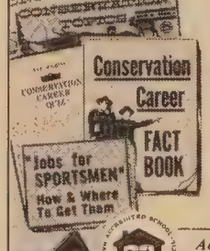

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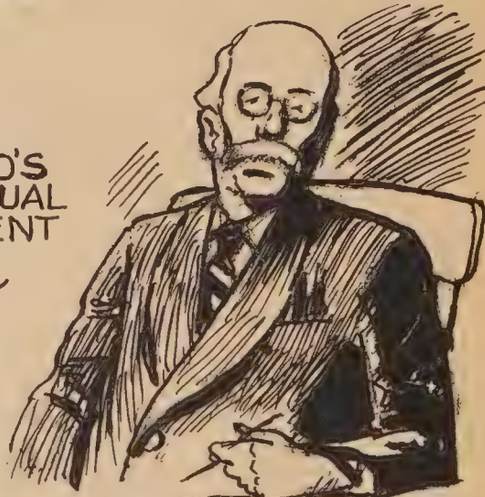

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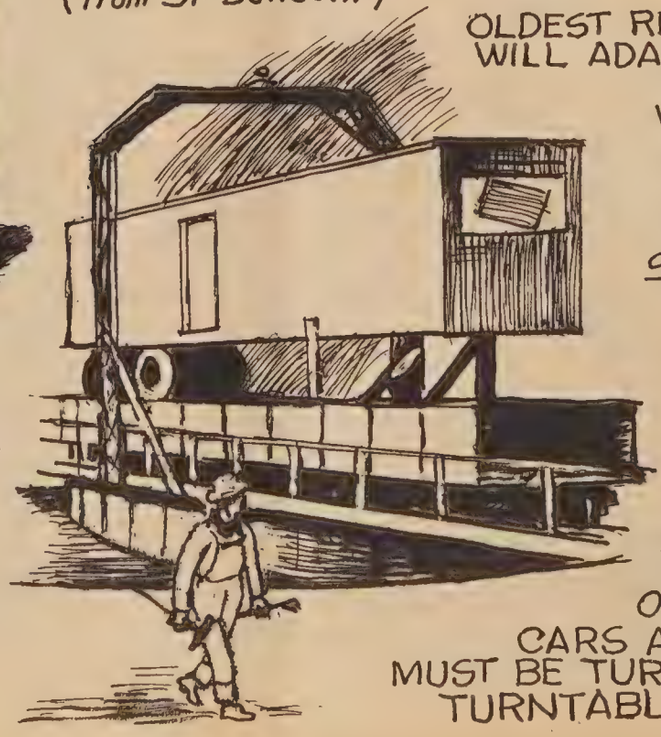

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The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 25 words, including name and address. Use abbreviations: *tts*, (timetables), *emp. tts.* (employees timetables), and *SSE* (send 6¢ stamped envelope for list or details). Use zip code.

No person will be entered in both *Switch List* and *Model Trading Post* of the same issue. As this copy hits the news-stands, our next issue is closed. Your entry will be included in the first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

WAYNE ALLEN, 962 Greenland Rd., Portsmouth, N.H. 03801, will buy EL, LV, D&H emp. tts. and LV roster.

FRED ARONE, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522, buys collections of rr. books, tts., keys, passes, other railroadiana.

LES ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix LV, RDG, CNJ, etc.; steam, diesel, stations, cars, bridges, ferries, etc. (SSE)

JERRY ANGIER, 9 E. Lakeshore Dr., Cincinnati, Ohio 45237, sells or trades badges such as C&O condrs., B&M brakeman, L&N flagman, C&WI mail.

P. BARCOMB, 41 Rose Ave., Rouses Point, N.Y. 12979, trades lanterns, switch lights, buttons, keys, tts., emp. tts., RUT rulebooks.

R.W. BEE, H&MS-13, Group Supply, FPO, San Francisco, Calif. 96602, buys action pix NYC 4-6-4's, 4-8-2-'s, 4-8-4's.

BILL BENTLEY, RD 1, Wilcox Hill Rd., Conklin, N.Y. 13748, sells, trades tts., forms, rulebks., other railroadiana of DL&W, L&WV, etc.

A.S. BERNOUDY, Jr., 3201 Colorado Ave., Kenner, La. 70062, buys pix SOU 3-ft.-gage wood reefers, stock cars, old side-door cabooses.

O.H. BORSUM, 1112 Timberlake Dr.,. Lynchburg, Va. 24502, trades SOU, N&W diesel color slides for pass. car color slides, on approval. Buys pass. car slides, esp. Mexican.

VERNE BOSWORTH, 2624 Linden Pl.. St. Charles, Mo. 63301, buys 8mm movies B&M, Edaville steam, diesel.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys FEC railroadiana. Fla. trolleyana; trades tkts; sells pix from FEC 8x10 official negs.

AL BREWSTER, 122 Herbert Ave., Closter, N.J. 07624, buys b&w or color steam, diesel pix; emp. tts. of B&O, C&O, D&H, EL, NKP, N&W, PC, SP.

WALT BROSCHART, 102 Ogden Ave., Jersey City, N.J. 07307, sells rr., steamship, and bus tts., brochures; also airline tts. Many European items available (SSE)

FRANK BROWN, 7378 Hansen Dr., Dublin, Calif. 94566. trades Brill and American Car floor plates for Cincinnati Car, Kuhlman, or St. Louis bldrs. plates.

BARRY BURKE, 7778 Applewood La., Denver, Colo. 80221, buys pix and negs. GW 2-8-0 51.

CYRIL BUTCHER, 8 Coyne, St. Thomas, Ont., Canada, sells color pix C&O, NYC, TH&B, CN, CP diesels, cabooses. (SSE)

FRANK BUTTS, 476 N. 5 Ave., Sturgeon Bay, Wis., sells size 616 negs. of trolleys taken 1930-'60 U.S., Canada. (SSE)

EDDIE CHASE, 16233 Lilac Lane, Los Gatos, Calif. 95030, will buy R&LHS Bull. 94.

H.E. CHELF, 1703 W. Tiffany Court, Peoria, Ill. 61614, sells 3x5 GN, SLSF steam pix.

BILL CHRISTENSEN, 89-29 212th St., Queens Village, N.Y. 11427, buys, trades emp. tts., esp. NYC, B&M, B&O, C&O, NYNH&H, SP, Erie. Sells or trades tariffs.

CECI CHURCH, 216 Rideau Terr.. Ottawa, Ont., Canada, buys Alco, Baldwin, Lima steam loco bldrs. pix, catalogs.

ED CONKLIN, 5 King Arthur's Court, St. James, N.Y. 11780, sells CN no. and bldrs. plates, other railroadiana. (SSE)

CECIL COOK, 4598 E. Oakwood Dr., Des Moines, Iowa 50317, wants street address of Trader Art, Cleveland. Will buy Poor's "DSP&P," good cond.

LOU COTNOIR, 19 Buttercup Lane, Medway, Mass. 02053, sells brakemen's kerosene hand lanterns made into elec. desk lamps. (SSE)

Mr. T. COTT, Carrick, Otranto, Dunleary, Ireland, will sell 11 R&LHS Bulls., profusely illust.

WALT CRAIL, 429 W. Jacaranda Pl., Fullerton, Calif. 92632, will buy rr. pocket watch.

DICK CRANDALL, Concord Rd., Springville, N.Y. 14141, sells 6x4" reprint PRR 1885 tt. (Ed asks, What price, Dick?)

LU CUMMINGS, 129 Nevin St., Lancaster, Pa. 17603, sells books, trolley and rr. negs., 35mm slides, etc. (List large, SSE)

OWEN DAVIES, 1214 N. LaSalle St., Chicago, Ill. 60610, buys tts.. annual passes, books, folders.

WALLY DAY, RFD 3, Plattsburgh, N.Y. 12901, will buy H. Reid's "Virginia Ry." Buys D&H tts. and emp. tts.

JOHN DEAN, 1033 Grandview Ave., Columbus, Ohio 43212, trades lanterns, switch keys. Wants RDG, ACL, SAL, WP keys.

R.J. DEFILIPPO, 20 Jason Rd., Belmont, Mass. 02178. will trade condr.'s punches for—or will buy—ticket-dater die to fit Centennial frame.

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, sells EL station pix.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3¼x5 to 11x14 steam pix, CN, CP. List 20c. Buys, sells CN, CP, TH&B steam negs.

GUY DONALDSON, 353 Rosedown Dr., Laplace, La. 70068, will buy "La., Its Street & Interurban Rys., Vol. II."

MIKE EAGLESON, 286 Washington St., Glen Ridge, N.J. 07028, sells 4x5 steam negs., U.S. and world, also huge railroadiana list available.

L.L. ENGELKING, 981 Leland Ave., Plainfield, N.J. 07062, buys pix NYC "cowboys" along Manhattan's west side with steam loco in 1920's.

JOHN FIKE, 1400 Seminole Dr.. Richardson, Texas 75080, buys, sells, trades pix, tts., data on MV, KO&G, OCAA, Osage, and predecessor lines.

JIM FRED, RR 1, Cutler, Ind. 46920, will sell several cameras or trades for rr. lanterns.

G. GALLOWAY, 1638 Vinal St., Toledo, Ohio 43605, buys relays, sounders, repeaters, tel. keys.

TED GAY, 6 Northview Dr., Morris Plains, N.J. 07950, sells 35mm orig. slides, incl. short lines. No list; state wants. (SSE)

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Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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GEOFF GERSTUNG, 415 E. Union St., Lockport, N.Y. 14094, will buy pix NYNH&H 4-6-2 1340, AT&SF 2-8-2 4080, WAB 2-8-2 2700, L&N 2-8-2 1912.

RANDY GLUCKSMAN, 228 E. Tremont Ave., Bronx, N.Y. 10457, will buy Seyfried's book "Third Ave. Story."

FRANKLIN GNAU, 7140 Ellicott Rd., Orchard Park. N.Y. 14127, will buy PRR tonnage ratings of K4s, M1, M1a, between Buffalo and Baltimore.

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells cloth headrests, dining-car silverware; list free.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color pix Phila., Boston, PSCT, TTC, SHRT, CTS, TARS, etc. Lists free; say which.

ED GREEN, 115 S. Macdonald St., Mesa, Ariz. 85201, buys VGN tts. of 1920's.

W.A. GRIMM, 204 Gregory Ave., West Orange, N.J. 07052, will sell PRR Baldwin K4, Juniata K4 bldr.'s plates. $150 each.

JOHN HANBACH, 5000 Goodrich Rd., Clarence, N.Y. 14031, sells CERA Bulletins.

LES HARLOW, 5015 Cape May Ave., San Diego, Calif. 92107, buys or borrows M&NA, M&A, KC&M, FS&W, FSS&RI emp. tts.

CHAS. HIERS, 92 New Brunswick Ave., Hopelawn, N.J. 08861, buys PRR calendars 1925-'55; Pennsy tts., emp. tts.. pix, etc.; LV tts. 1930-'50.

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md. 21224, sells 5x7 pix. Steam list 15c. B&O, PRR diesel list 10c.

PHIL HOM, 75 Montgomery St., New York, N.Y. 10002, wants ATSF, UP, SP diesel data, pix, slides.

FRED HUNT III, 1004 Allen Dr., Winchester, Va. 22601, buys Off. Guides 1930's, '40's. Sells B&O train sheets from Cumberland Div. tower.

BOB JOHNSON, Rte. 1, Box 265A, Rossville, Ga. 30741, buys or trades steam loco catalogs, esp. Climax, Wilamette. Buys logging rr. negs. and pix.

WILSON JONES, 105 Fairmount Ave., Hackensack, N.J. 07601, wants DL&W, NJ&NY pix; write first.

JOHN KEAVY, Jr., Box 214, Fall River, Mass. 02724, sells color rr. postcards. List, sample 10c.

WAYNE KERSLAKE, 1615 Cedar Lane, Sioux Falls, S.D. 57103, sells, trades switch keys, other railroadiana. List 6c.

GLEN KIDDER, RD 1, Acton. Mass. 01720, will sell 2 albums with loco pix of Boston & Lowell; Boston, Lowell & Nashua, etc. (SSE)

A. LAPRESTO, 52 Tonnele Ave., Jersey City, N.J. 07306, will sell size 116 negs. Wallace Falls Timber Shays 2, 3; also size 122 neg. Potlatch Forests caboose and sizes 116, 122 cameras.

M.A. LAVERTY, 716 N. 3rd Ave., St. Charles, Ill. 60174, will buy pix of Laverty, Okla., rr. station.

TOM LAWSON, Box 8311, Birmingham, Ala. 35218, sells p.c. size steam negs. of southern shortline and indus. rrs. List 10c.

WOODRAW LAWYER, 547 Broadway, Hanover, Pa. 17331, buys globes for Dietz No. 6 lanterns.

RON LEITCH, 18707 Ferncliffe Ave., Cleveland, Ohio 44135, will sell Wallis' "On Rys. at Home & Abroad" and Nock's "British Rys. in Transition."

ED LEWIS. 14 E. Main St., Arcade, N.Y. 14009, sells caboose, ticket case, Poor's Manuals, tts., etc. (SSE)

W.H. LEWIS, 3654 Montclair Dr., Jacksonville, Fla. 32217, has rr. books for sale or trade; list available.

DON McCARTNEY, 140 Mona Dr.. Toronto 12, Ont., Canada, buys old N. Amer. rr. postcards.

L. MELOLING, 516 Delmar Pl., Syracuse, N.Y. 13208, sells book "Copper Wires, Clerestories, and Commuters" on 6 Syracuse interurbans. (Ed asks, what price?)

RALPH MILLER, 742 W. St. Paul Ave., Waukesha. Wis. 53186, buys trolley view cards.

GORDON MILLS, 1159 Loma Sola Ave., Upland, Calif. 91786, sells tts., mags., books. (SSE)

CARL MUNCK, Rte, 4, Box 602-A, Blytheville, Ark. 72315, sells 4x7 steam pix NYC, PRR, Erie, LV, D&H, B&M, SP, NP.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, wide variety of railroadiana; list 10c.

MIKE O'CONNELL, 614 N. J St., Tacoma, Wash. 98403, buys pre-1950 Car Bldrs. and Loco cyclopedias.

BILL OVERHOLSER, 2137 Clifton Ave., Springfield, Ohio 45505, will buy 8-lb. and 16-lb. rail and spikes.

R. PAIGE, 715 Meridian St. Ext., Groton, Conn. 06340, buys rr. emblems; rr., trolley museum flyers.

PAUL PASSANTE, 13 4 St., Closter, N.J. 07624, buys NKP tts. and emp. tts.

V.N. PELL, Box 465, Friendswood, Texas 77546. will buy Wood's "History of Galv.-Houston Elec. Ry."

JIM PIERSALL, 400 W. 42nd St., Shadyside, Ohio 43947, will sell 1910 "Ry. Library," 456 pgs.; B&O 1930 and '38 annual passes.

HAL PORTER, Rte. 4, Cheboygan, Mich. 49721, will buy Off. Guide from 1920-'25.

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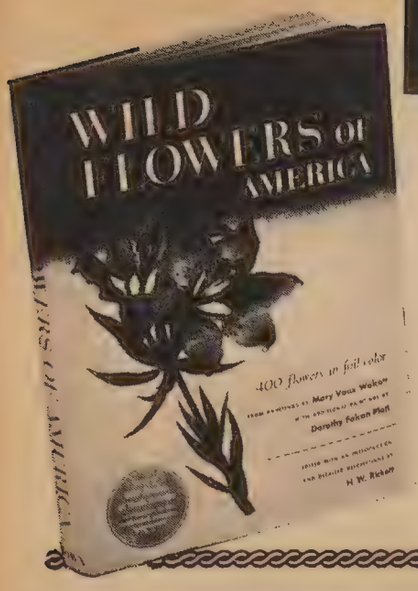

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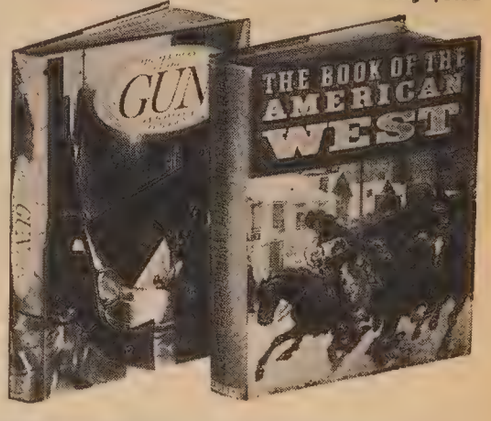

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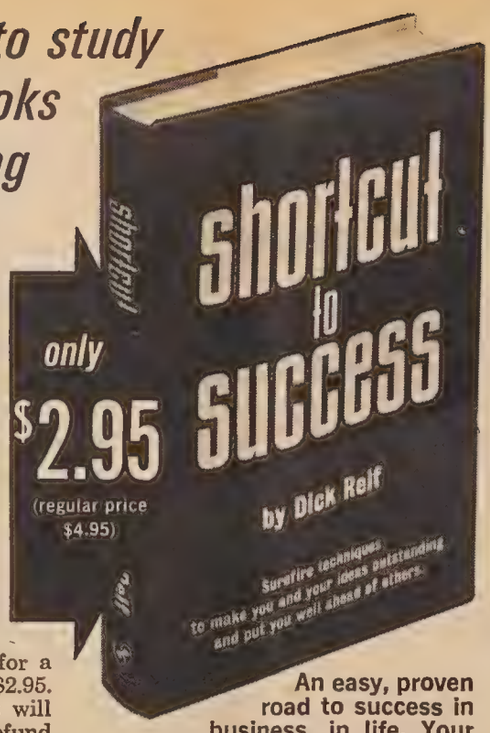

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JIM PROKES, 7343 S. Cheboygan, Mich. 49721, 60629, wants steam and trolley tts., also CERA Bull. 99.

J.R. QUINN, Box 1044, Tillson, N.Y. 12486, sells size 616 diesel, caboose, equip. negs. State interests.

BILL RAIA, 4828 W. Hutchinson, Chicago, Ill. 60641, sells steam and diesel pix C&NW, CB&Q, CRI&P, CMSP&P; also sells pix of wrecks and wreckers. (SSE)

BILL RAPP, 430 Ivy Ave., Crete, Neb. 68333, will sell or trade CB&Q, UP photos: diesels, stations, cars, etc. (SSE, long env.)

NORM REINHARDT, 242 Broadway, Passaic, N.J. 07055, sells sizes 120-135 color negs. NdeM, western and eastern rrs. or trades for any size negs. of open hoppers. (SSE)

TONY REZNAK, Jr., 120 Edison St., Wilkes-Barre, Pa. 18702, buys orig. negs. D&H.

W.H.N. ROSSITER, 38 Flerimac Rd., West Hill, Ont., Canada, buys pre-1939 Canadian emp. tts.

WAYNE SCHENK, 15 Brentwood Dr., Cheektowaga, N.Y. 14225, sells train orders, other railroadiana; list 10c.

SCOTT SCHIECHL, 3915 Mission St., San Francisco, Calif. 94112, buys Calif. railroadiana, esp. NWP, P&SR, SP.

HARRY SCHIMM. 869 164th St., White Rock, B.C., Canada, sells Canadian ry. pix. List and sample 50c. Buys sizes 616, 120 negs. of Canadian rys., also CV, DW&P. GTW, Detroit Term.

DENNIS SCHMIDT, 907 N. Court, Alma, Mich. 48801, sells back issues Railroad Magazine and Trains. (SSE)

AL SCHNEIDER, 1014 Stanford Rd., Pittsburgh, Pa. 15212, will sell 6x10 oil or grease container marked NYC&HR, excellent cond.

J. SHAFER, 4359 Lafayette, Evansdale, Iowa 50707 buys railroadiana, esp. pix, postcards, buttons, pins, mags.

JOE SHAFFER, Jr., 128 W. Albemarke, Ave., Lansdowne, Pa. 19050, is forming B&O railfan club. (SSE)

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, sells pix D&H PA-2's. (SSE)

PHIL SIMMS, RD 1, Rte. 416, Montgomery, N.Y. 12549, will buy 1/53 Railroad Magazine, 2 color lantern globes, L&HR, L&NE, NYS&W brakemen's lanterns.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, buys loco and Car Bldrs. cyclopedias, Baldwin Mags., rr. wall calendars, rr. books, other railroadiana. Send lists.

B.G. SNYDER. 385 Ruckman Rd., Closter, N.J. 07624, sells and buys pix EL, PRR, NYC, NYS&W, LIRR, CNJ; buys B&O pix.

KEN SPRINGIRTH, 4720 Cliff Dr., Erie, Pa. 16511, sells book "Erie to Conneaut by Trolley." (Ed asks, what price, Ken?)

TOM STEPHENS, 8 Richfield St., Squantum, Mass. 02171, buys or trades rr. playing cards; will sell Holbrook's book "Story of American RRs."

DAVE STEWART, 17 Shawnee Rd., Arlington, Mass. 02174, sells 135mm color slides and 8mm color movies of European and N. American trolleys. (SSE)

WM. SUPOWIT, 500 Garfield Ave., Jersey City, N.J. 07305, sells plexiglass loco display cases; brochure free.

Sgt. JOHN TAIBI, 834 TRS Sq., Box 1377, England AFB, La. 71301, buys NYO&W pix and Ralph series rr. novels.

JACK THOMAS, Box 16641, Oklahoma City, Okla. 73120, buys Okla. electric lines info.

W.C. THURMAN, 4733 Morganford Street, St. Louis, Mo. 63116, has 2 switch keys to swap for steam negs.; also some steam negs to trade for other steam negs.

J. TIETZE, Box 8079, Shawnee Mission, Kan. 66208, sells UP rr. silverware. (SSE)

JOE TOTH, Jr., 3000 W. Irving Blvd., Irving, Texas 75060, will buy ACY switch key; buys slides ACL purple and silver diesels.

JERRY VESTAL, 1160 E. 170th St., South Holland, Ill. 60473, sells Off. Guides and Equip. Registers. (SSE)

LEN WALLIS, 12 Lake Street, St. Catherines, Ont., Canada, trades, sells final NYC tts. and TH&B tts.

HOWARD WAYT, Box 441, Bellaire, Texas 77401, makes b&w slides, murals; copies slides, negs., pix. Buys slides of engines. (SSE)

HAL WHITAKER, 135 S. Highland Ave., Winter Garden, Fla. 32787, buys steam pix and negs. of L&N's CV, EK and Ky. Divs.

WALT WILK, Box 5424, Detroit, Mich. 48211, will sell GTW, LV postcards dated 1909, RPO cancellation from first Detroit-Chicago Mercury '39.

JOE WIRTH, 3431 Colfax Ave. N., Minneapolis, Minn. 55412, will buy Trains, 1940-'51; write first.

FRED WITTICH, 7202 Juniper Valley Rd., Middle Village, N.Y. 12379. sells Modern RPS. mag., etc. (SSE)

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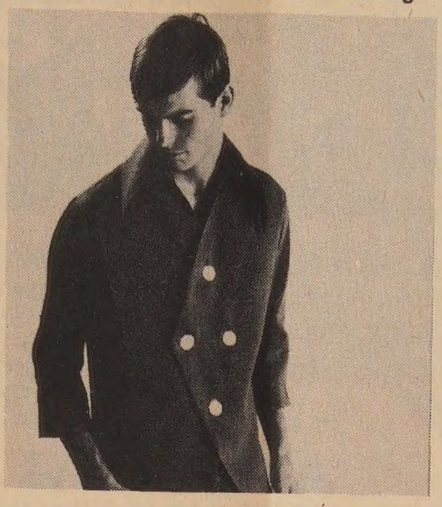
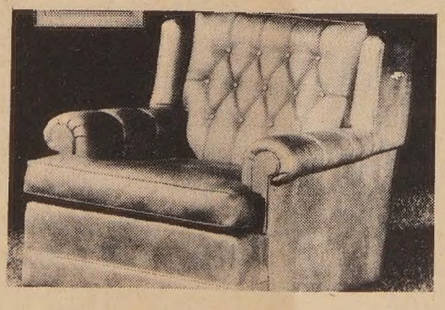


THE WALKING SUIT SENSATION. Bold and brilliant in design is this dramatic jac-shirt from the genius of California's stylists! Order shirt alone, or matching slacks alone, or both together. Olive Green and Black. Jac-Shirt, $12.95; Slack, $12.95; Slack Suit, $24.95 postpaid, or $2 deposit on C.O.D. you pay postage. Write for FREE catalog. Eleganza, 1268 Monument Street, Brockton, Massachusetts 02403.

110 BRITISH EMPIRE STAMPS Bargain collection includes Queen Elizabeth and 109 other issues (worth $3.00 at catalog prices!) from Antarctica to Zambia, Tanganyika, South Georgia, Christmas Island, etc. Also, offers from our Approval Service. Buy any or none, return balance, cancel service anytime—but keep the 110 British Empire Stamps! Send 10¢ to Kenmore, Dept. FQ-402, Milford, N. Hamp. 03055



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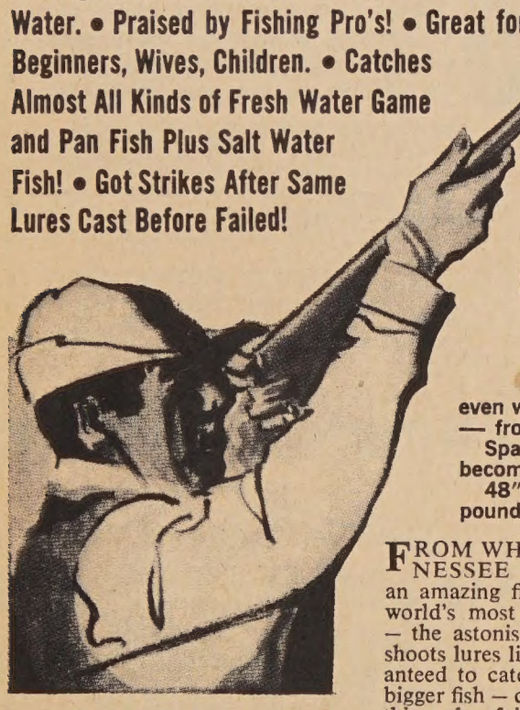
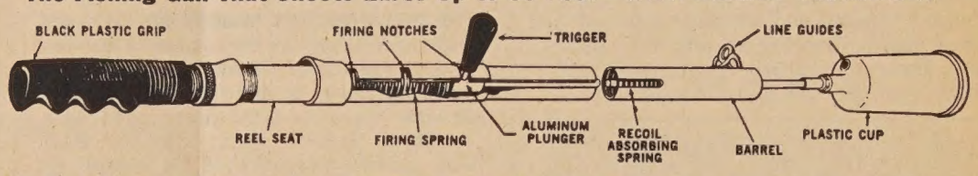


AMAZING AUTOCAST

The Fishing Gun That Shoots Lures Up to 80 Feet—WITH DEADLY PRECISION.



AUTOCAST casts any lure or live bait ¼ oz. to 1 oz. or even weighted ultra light lures or flies quickly, safely, accurately — from crowded boats or docks.

Space age rod makes kids eager to practice and beginners become experts in minutes.

48" long. Retracts to 38" when cocked. Weighs just over a pound including reel and 200 yards of line.

What The Press Reports on AUTOCAST

Popular Science Reported: "At last an automatic caster that eliminates hooking your fishing partner or losing your lure in overhanging limbs or in the middle of a back cast. Just set the distance on a scale and press a trigger. Autocast fires line and bait accurately up to 80 feet."

Newsweek Reported: "The trigger is tripped. Voom . . . the released spring catapults the line up to 80 feet accurately under overhanging limbs and brush, past tree stumps and other obstacles."

American Legion Reported: "AUTOCAST great for kids and beginners, for experienced anglers, possibly even for semi invalids."

Argosy Magazine recommended AUTOCAST and especially for youngsters.

Parade Magazine Reported: "Even an inexperienced youngster in your family can toss a line where he wants it after only a few minutes practice."

The Fort Worth Press Reported: "AUTOCAST looks like a bazooka — actually it casts a lure — it's a show stopper — wherever it's used a crowd always gathers."

The Pittsburgh Post Gazette Reported: "AUTOCAST a Bonanza for the lazy angler — an automatic casting rod that needs no casting — just aim it, push a button and watch a lure shoot across the water to the spot — point the rod to your target and just push the trigger back. Sound Simple? It could put plugs or spinners under overhanging trees. It could place these more accurately in other situations than you or me."

The Angler's Digest Reported: "Easily pops a ¼ oz. plug into a bucket three times out of four at 30 yards."

FROM WHITESBURG, TENNESSEE COMES NEWS of an amazing fish-catching rod. The world's most accurate lure caster — the astonishing fishing rod that shoots lures like a gun and is guaranteed to catch more fish — catch bigger fish — catch fish when everything else fails — or it costs you nothing.

A beautifully-made lure-casting instrument that saves you years of casting training — saves you the endless expense of buying high-cost rods, reels and more, and more lures designed to catch you instead of fish — lets you cover the water faster, find fish quicker, make your fishing trips more fun, more exciting and lets you enjoy every minute you're fishing from dawn to dusk with more and bigger catches.

An Engineer's Invention

The secret is a scientific spring-action casting mechanism developed by a Tennessee Sportsman-Engineer. Called AUTOCAST this wonder-working fishing gun is the result of years of testing the most effective way of automatically casting lures to attract fish — and watching the fish react to each cast from underneath the water. From these studies came AUTOCAST the automatic caster that gets STRIKES when other casting methods with the same lures fail. AUTOCASTS are now used by fishermen in 28 countries from the U.S. to Australia.

From all over come reports of record-making catches — of fish STRIKING where the same lures cast before by other rods nearby failed — of the sureness, the simplicity — the effectiveness of this miracle fish-catching rod. Now at last you can catch almost every kind of fresh water game fish as well as salt water fish — and never spend an extra cent for super-expensive lures, baits, reels or rods. You can do away with back casts, end embarrassment casting from crowded boats, piers and canopies. You can cast from boat or shore with equal sureness. You can safely cast in thickest weeds, or deep brush, heaviest shore line shrubbery. You can go after — and come back with large mouth bass, pike, pickerel, perch, bream, trout, walleye, salmon, red tuna, striped bass, blue fish, weak fish and do it time and again without any previous experience.

Medical World News considered AUTOCAST so relaxing for doctors they reported on it in detail.

Fish just can't resist AUTOCAST when it propels a favorite bait or lure into their favorite lolling spot.

Marvel of Design

AUTOCAST is not a gadget or toy. It is a precision-casting instrument constructed of plastic and steel and created by a machine-tool engineer.

It's the first new idea in fishing rods in 20 years. It combines astonishing simplicity with deadly accuracy and is the world's most accurate caster. It works better than any casting method. There's no back lash, no back swing problems, no line twist. It works with lures or live bait, with any standard spinning reel, in any water or any kind of fresh water sport and pan fish and many kinds of salt water fish.

AMAZING TRIAL OFFER

No longer do you have to come home empty handed from your fishing trips. Try Amazing AUTOCAST — the fishing rod that shoots like a gun — without risking a penny.

All you do is mail the no-risk trial coupon below. When you receive your AUTOCAST rod, use anywhere you like — to prove its fantastic fish-catching powers.

See for yourself how AUTOCAST works with any standard spin-casting reel, with any lure or live bait ¼ to ½, in any water, or whatever kind of fish. See how *easily* it casts — how it retrieves through the water — how it works in weeds, brush, tree—lined shores, from crowded boats, piers and canopies.

Use AUTOCAST to catch bass, trout, perch, pickerel, pike, walleyes — any sport or pan fish you like to catch.

Let your children and friends fish with AUTOCAST. Put AUTOCAST to every test. If you don't agree it's the finest rod you've ever used and the world's most deadly accurate caster — if it doesn't catch more fish and bigger fish, you have used it entirely free. It won't cost you a penny.

AUTOCAST production is limited

To get your AUTOCAST rod now, mail Amazing Trial Coupon below. Supplies are still very limited. Order now to be sure you'll have your AUTOCAST in time for your next fishing trip. Only if you act now can we guarantee to fill your order immediately. And if you do we'll include AUTOCAST fishing tips that can jump your catches. Don't delay. Mail No-Risk trial coupon today.

Each AUTOCAST rod is sent You With Full Money Back Guarantee

Thousands of AUTOCAST rods Now Catching Fish Throughout The World.

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Please ship precision plastic and steel AUTOCAST rod on AMAZING TRIAL OFFER: If AUTOCAST does not catch more fish — bigger fish — and make fishing more fun — if AUTOCAST is not the greatest fish catcher I've ever used you will refund my money immediately.

_____ Autocast Rods @ $10.95 (Add 95¢ post.)

☐ Send C.O.D. I enclose $1 goodwill deposit and will pay postman $9.95 balance plus all postal charges.

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ALLIGATOR GRAIN AND SUEDE

$16.95

This smart wing tip slipon by Italian designers is made of simulated Alligator Grain all around, with rich, soft suede leather at the forepart. The grained strip across the front adds extra smartness to your steps.

3427 Black
3428 Brown
3429 Blue
3430 Green

Sizes 6-13. All ½ sizes except 12½. Medium width.

CUT-OUTS

From Italy

$15.95

Brilliant Italian design in FIVE handsome colors, with the graceful beauty of the molded leather sole that curves right into the upper. Richly grained leather, fine hand stitching all around.

3357 Black
3358 Maple Tan
3359 Forest Green
3360 Ocean Blue
3361 Oyster White

Sizes 6½-13, medium width

$11.95
Two for $22.95

Short Sleeve Double Knit

This handsome California creation has the look of a turtle neck sweater under a smart knitted sport shirt. But, it's a one piece garment made of a wonderful feeling fabric . . . Durene knit bonded 90% tufted acetate, 10% Nylon. Sizes S, M, L, XL.

S275 Blue S276 White

Style power plus . . . that's Eleganza!

The boldest collection of dashing apparel and dramatic imported footwear anywhere

Sold by mail only.

Lustrous Knit Turtle Necks **$10.95**

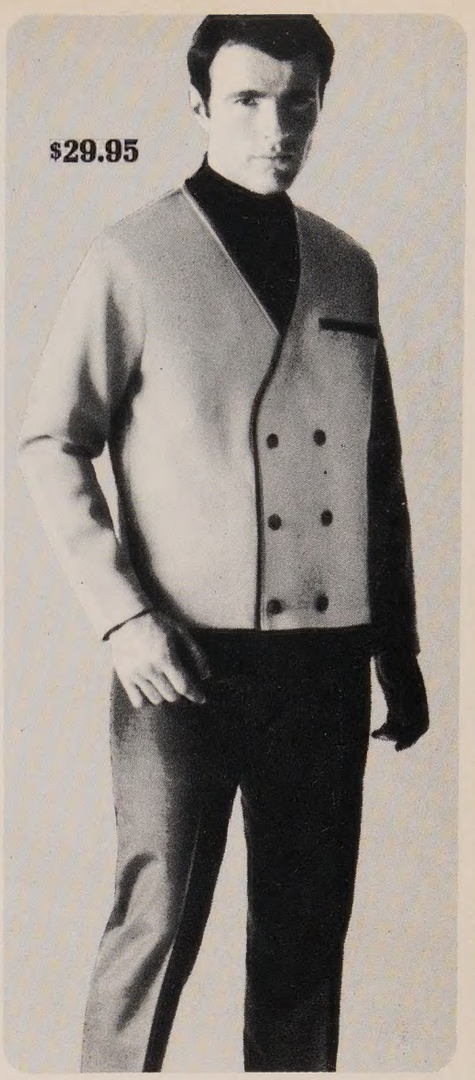
They look great and feel so soft . . . full turtle neck shirts of 60% rayon and 40% cotton. Smart French cuffs add a dressy touch to this silky jersey. Perfect for casual wear. Sizes S, M, L, XL.

S310 White S311 Gold S312 Sky Blue
S313 Black S349 Brown S350 Royal Blue
S351 Kelly Green

Pin-Stripe Bell Bottoms **$15.95**

Handsome new look in dress pants. Striking satin pin-stripe trousers with 22″ wide bell bottoms. Comes with western pockets and a high-rise waistband with a 3-button extension side closing. Made of 55% Dacron Polyester, 37% Rayon and 8% imported mohair. For finished bottoms on pants, add $1.00 and give inseam measure. Sizes 27 to 36 waist. P40 Plum P41 Black P42 White P43 Royal Blue P44 Kelly Green

$29.95



The Two-tone Knit Top Walking Suit

This dashing new suit is really what's happening. The smart double breasted knit shirt, of 100% acetate, has a black knitted moc turtle neck, and is trimmed with a contrasting darker color. The slacks are of a blend of rayon and acetate and match the trim of the shirt. It gives an exciting two-tone effect. For finished slack bottoms, add $1.00 and give inseam measure. Slack waist sizes: 27-36. Shirt sizes: S, M, L, XL.

A324 Lavender-Plum A325 Gold-Rust
A326 Light Blue-Royal Blue

HOW TO ORDER

To order, simply pick your styles and mail check or money order for the amount — we pay the postage. For C.O.D. shipment, send $2.00 deposit for EACH item — you pay the postage. Your satisfaction is GUARANTEED . . . any item may be returned unworn for full refund. No C.O.D. to APO, FPO

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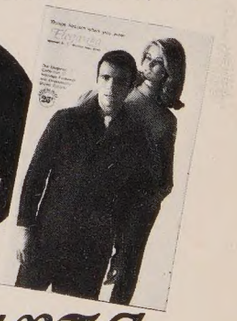


Eleganza

1189 Monument Street
Brockton, Mass. 02403

The Railroad, The Sioux, and the Repeating Rifle.

The work gangs started west from Omaha, laying 5 miles of track a day.

They had to go through the Cheyenne Pass and they had to go through the Laramie Hills.

And they had to go through the Sioux.

The Sioux had already massacred Fetterman and 81 men outside Fort Phil Kearny.

(Seven years later, they would massacre Custer.)

Now it was the railroad's turn.

The raids were swift and lethal. A brave could put 25 arrows into flight almost as fast as a man could pull a trigger.

The work gangs were good for one shot. After the first volley, they had empty guns. Trains burned and telegraph wires came down and railroad men died by the hundreds.

Two things kept the railroad moving: the Indians did not know how to rip up track—and the Winchester arrived.

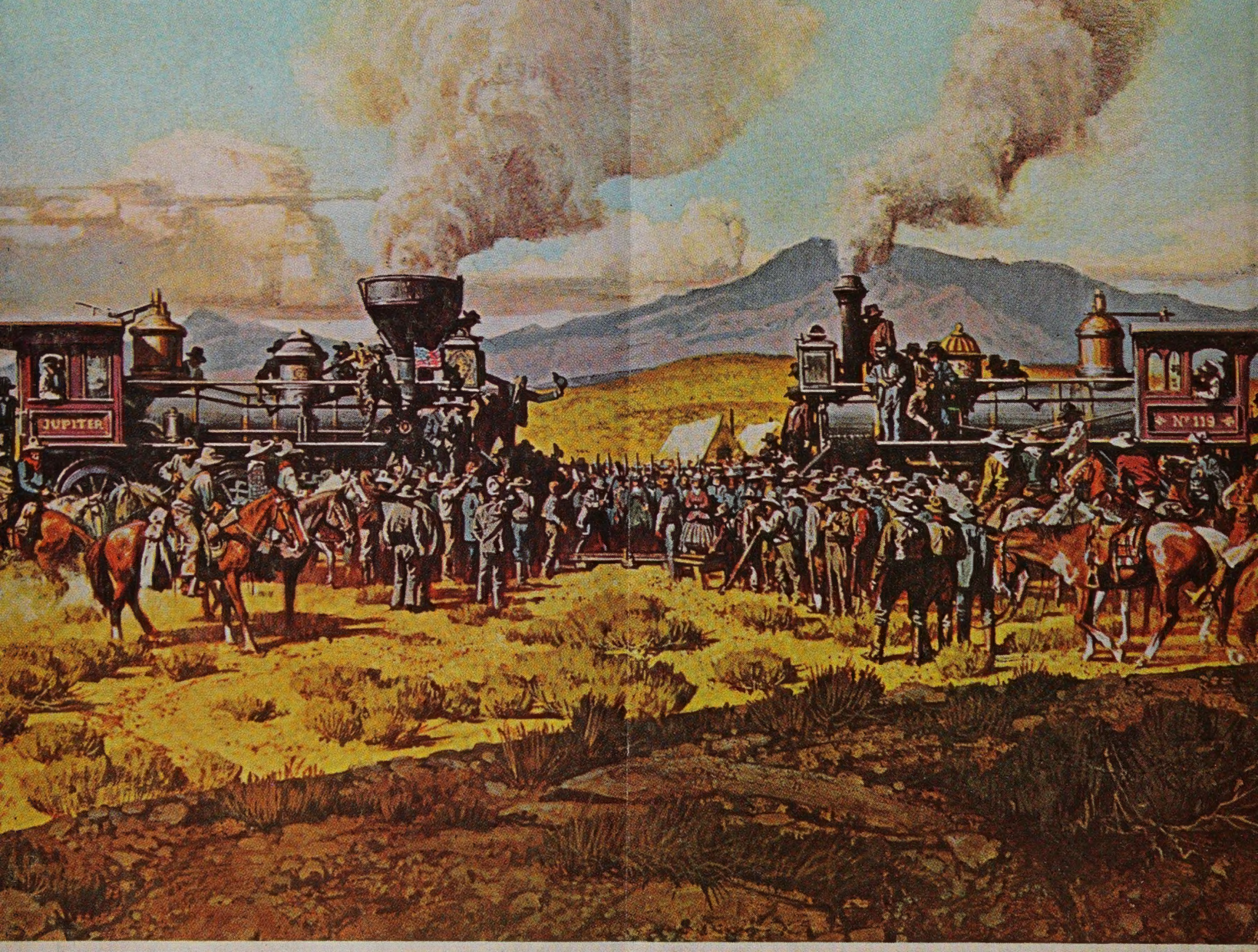
15 shots per man.

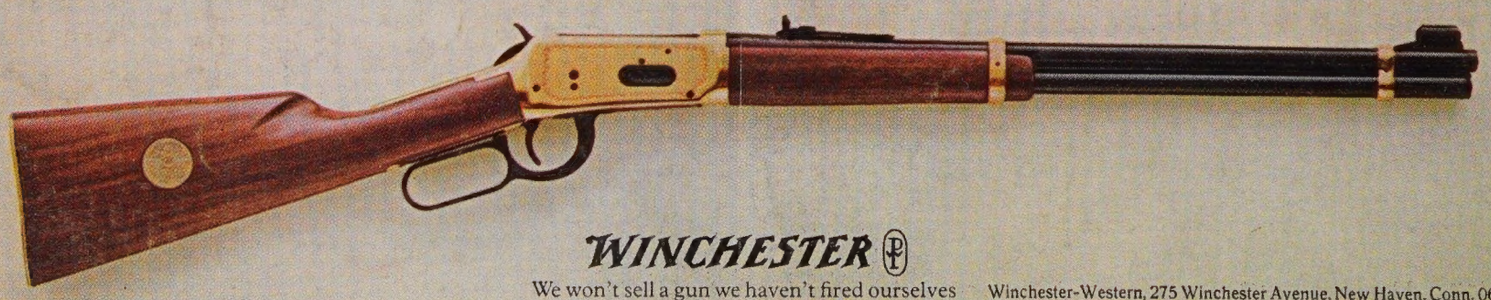
100 years ago the golden spike was driven into the ties at Promontory Point, Utah, where the Union Pacific and the Central Pacific met.

We feel it would be appropriate to mark the anniversary with a special, limited edition Winchester—the Golden Spike Commemorative.

With a receiver and barrel bands of plated yellow gold, a commemorative scroll on the breech, and a U.S. Mint-struck medallion in the stock, this beautiful version of our famous "94" will be offered in carbine only.

Its cost will be $119.95.





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